



City and County of San Francisco
Planning Department

690 Stanyan Street Mixed Retail/Residential Project

COMMENTS AND RESPONSES

Planning Department Case No. 2006.0460E

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SAN FRANCISCO PLANNING DEPARTMENT

DATE: October 1, 2008

TO: Members of the Planning Commission and Interested Parties

FROM: Sarah Jones, Senior Environmental Planner

RE: Case No. 2006.0460E, 690 Stanyan Street

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Attached for your review please find a copy of the Comments and Responses document for the Draft Environmental Impact Report (EIR) for the above-referenced project. This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on October 23, 2008. Please note that the public review period ended on March 10, 2008.

The Planning Commission does not conduct a hearing to receive comments on the Comments and Responses document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Comments and Responses document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that if you receive the Comments and Responses document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Comments and Responses document or the environmental review process, please contact me at (415) 575-9034.

Thank you for your interest in this project and your consideration of this matter.

Attachment: Comments and Responses document.

690 Stanyan Street Mixed Retail/Residential Project
Draft Environmental Impact Report

COMMENTS AND RESPONSES

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A. INTRODUCTION

This document contains the public comments received on the Draft Environmental Impact Report (DEIR) prepared for the proposed 690 Stanyan Street Mixed Retail/Residential Project, and responses to those comments. Also included are staff-initiated text changes and errata.

Following this introduction, Section B contains a list of all persons and organizations who submitted written comments on the Draft EIR, and the date of their communications, and those who testified at the public hearing on the Draft EIR held on February 28, 2008.

Section C contains summaries of substantive comments on the Draft EIR made orally during the public hearing and received in writing during the public comment period, from January 19, 2008 through March 10, 2008.¹ Comments are grouped by environmental topic and generally correspond to the table of contents of the Draft EIR; where no comments addressed a particular topic, however, that topic appears under the "General Comments" section of this document. Therefore, the comments contained in individual comment letters have been sorted into the appropriate topic area. The name of the commenter is indicated following each comment summary. The original comment letters are included as an appendix and marked to indicate where each discrete comment is addressed in Section C.

Section D contains text changes to the Draft EIR made by the EIR preparers subsequent to publication of the Draft EIR to correct or clarify information presented in the DEIR, including changes to the DEIR text made in response to comments.

Some of the responses to comments on the Draft EIR provide clarification regarding the DEIR; where applicable, changes have been made to the text of the DEIR, and are shown in double underlining for additions and ~~striketrough~~ for deletions.

¹ Although the DEIR comment period was originally intended to close on March 3, 2008, the Planning Commission subsequently extended the comment period to March 10, 2008.

Many comments made both in writing and at the public hearing were directed towards the perceived merits or demerits of the proposed project. Responses to these comments are limited, as they do not concern the adequacy or accuracy of the EIR.

The comment letters received and the transcripts of the public hearings are reproduced in Appendices 1 and 2, respectively.

These comments and responses will be incorporated into the Final EIR as a new chapter. Text changes resulting from comments and responses will also be incorporated in the Final EIR, as indicated in the responses.

B. LIST OF PERSONS COMMENTING

Local and Regional Agencies

San Francisco Recreation and Park Department (Daniel LaForte, written comments March 10, 2008)

California Historical Resources Information System (Leigh Jordan, January 24, 2008)

Organizations

Cole Valley Improvement Association (David Crommie, written comments, February 26, 2008, and Karen Crommie public hearing comments, February 28, 2008)

Haight Ashbury Improvement Association (Joan Boyd, Lorraine Lucas, Ted Loewenberg, and Kent Urethra, written comments, February 24, 2008; and Lorraine Lucas, public hearing comments, February 28, 2008)

Haight Ashbury Neighborhood Coalition (Sue Hestor, attorney, written comments March 10, 2008 and public hearing comments, February 28, 2008; Susan Latham written comments, February 23, 25 and March 10, 2008, and public hearing comments, February 28, 2008; Pi Ra, written comments, March 9, 2008; and Calvin Welch, public hearing comments, February 28, 2008)

San Francisco Labor Council and San Francisco Building Trades Council (Chris Jackson, written comments, March 8, 2008)

Sierra Club, San Francisco Chapter (Becky Evans and Norman LaForce, written comments, March 10, 2008)

Individuals

Meghann Adams (written comments, March 2, 2008)

Dennis Aftergut (written comments, February 26, 2008)

Kimberly Allyn (written comments, February 25, 2008)

David Ames (written comments, February 22, 2008)

Madhu Anand (written comments, March 5, 2008)

Heather Anderson (written comments, February 27, 2008)

Karen Anderson (written comments, February 25, 2008)

Austin Andruss (written comments, February 25, 2008)

Kristine Anthony (written comments, February 26, 2008)

James Assing (written comments, February 12, 2008, and public hearing comments, February 28, 2008)

Richard Ault (written comments, February 25, 2008)

Richard and Pam Ault (written comments, March 4, 2008)

Julia Avramides (written comments, February 25, 2008)
Lorraine Rorke Bader (written comments, February 25, 2008)
Lorraine Rorke and J. Lani Bader (written comments, February 25, 2008)
John Banczak (written comments, February 22 and March 6, 2008)
Adrienne Bassett (written comments, March 10, 2008)
Monica Doshi Becker (written comments, March 3, 2008)
Cathy Bellin (written comments, March 8, 2008)
Matt Bens (written comments, February 23, 2008)
Cheryl Bielinski (written comments, March 10, 2008; public hearing comments, February 28, 2008)
Amy Blakeley (written comments, March 1, 2008)
Steven Blumlein (written comments, March 4, 2008)
Alison Boeckmann (written comments, March 6, 2008)
Rachel Bordoli (written comments, March 4, 2008)
Robin Bordoli (written comments, February 27, 2008)
Carla Borelli (written comments, March 6, 2008)
Peter Born (written comments, February 26, 2008)
Mikhal Bouganim (written comments, February 27, 2008)
Ron Bouganim (written comments, February 27, 2008)
Jennifer Boyd (written comments, March 6, 2008)
Jennifer and Christopher Boyd (written comments, February 3, 2008)
Joan Boyd (written comments, February 18, 2008)
Denise Bradley (written comments, March 9, 2008)
Karen Brandt (written comments, March 10, 2008)
Heather Briscoe (written comments, March 1, 2008)
Cheryl and Steve Brodie (written comments, February 27, 2008)
Sheila Brown (written comments, February 25, 2008)
Timothy N. Brown (written comments, February 26, 2008)
Steven Bruneel, AIA, CSI-CDT, LEED ap (written comments, March 4, 2008)
Suzanne Bryan (written comments, February 25, 2008)
Mike Burbank (written comments, February 25, 2008)
Mague Calanche (written comments, March 3, 2008)
Martha Campbell (written comments, February 26, 2008)
Charles Canepa (written comments, February 23 and March 1, 2008)
Regan Caponi (written comments, January 28, 2008)
Minnie Carroll (written comments, February 22, 2008)
Howard and Kristina Case (written comments, March 3, 2008)
John Cate (written comments, February 24, 2008)
Laura Catena (written comments, February 25, 2008)
Arlyne Charlip (written comments, March 4, 2008)
Rebecca Chatfield-Taylor (written comments, March 6, 2008)
Jan Chernoff (written comments, February 23, 2008)
Deborah Chiarucci (written comments, February 22, 2008)
Rhonda Clark (written comments, February 26, 2008)

Amanda Clarke (written comments, March 7, 2008)
 Suzette and Jeff Clarke (written comments, March 10, 2008)
 John Comerford (written comments, March 3, 2008)
 Maurice Conlin (written comments, March 2, 2008)
 Molly Cooke (written comments, February 28, 2008)
 Janna Cordeiro (written comments, February 26, 2008)
 Karen Crommie (written comments, February 16, 2008)
 Donna G. Curry (written comments, March 3, 2008)
 Tag Cummings (written comments, February 26, 2008)
 Gordon Cutts (written comments, March 6, 2008)
 John Dallas (written comments, March 10, 2008)
 Ralph Daniels (written comments, March 6, 2008)
 Kelly Deasy (written comments, March 10, 2008)
 Erica Desouza (written comments, February 26, 2008)
 Hilary Dessouky (written comments, March 1, 2008)
 Daniel Donahoe (written comments, February 25, 2008)
 Kathryn Douglas (written comments, March 3, 2008)
 Joan Downey (written comments, February 14, 2008)
 David Driver (written comments, February 22, 2008)
 Holly Edson, RN, (written comments, March 10, 2008)
 Carolyn Egan (written comments, February 26, 2008)
 Stouffer Egan (written comments, February 25, 2008)
 Gregor Ehrlich (written comments, March 6, 2008)
 Lena Emmery (written comments, February 23, 2008)
 Richard Ensor (written comments, February 25, 2008)
 Ariane Eroy (written comments, February 4, 2008)
 Larry Ferguson (written comments, March 3, 2008)
 Lindy P. Fox, MD (written comments, March 4, 2008)
 Lorrie French (written comments, March 6, 2008)
 Karen Fishkin (written comments, March 10, 2008)
 Stacy Fuchs (written comments, March 7, 2008)
 Greg Gaar (written comments, February 26, 2008)
 Sam Gabrielli (written comments, February 26, 2008)
 Christina Ganjei (written comments, February 22, 2008)
 Michael Gerrity (written comments, February 25, 2008)
 M. Whitney Gilkey (written comments, March 3, 2008)
 Erika Gliebe (written comments, March 8, 2008)
 Matt Gliebe (written comments, March 8, 2008)
 Carole Glosenger (written comments, February 24 and March 4, 2008, and public hearing
 comments, February 28, 2008))
 Joe Goldmark (written comments, February 16, 2008)
 Alexandra Robert Gordon (written comments, February 26, 2008)
 Steven Gordon (written comments, February 26, 2008)

C. COMMENTS AND RESPONSES

Elinor Grady (written comments, March 6, 2008)
Dawn Gross, MD, PhD (written comments, February 25, 2008)
Karen Growney (written comments, February 25, 2008)
Steven Gwozdz (written comments, February 26, 2008)
Tanako Hagiwara (written comments, March 9, 2008)
Deborah Hall (written comments, February 22, 2008)
Douglas C. Hall (written comments, March 3, 2008)
Kathleen Hanrahan (written comments, March 6, 2008, and public hearing comments, February 28, 2008)
James Hansen (written comments, February 25 and 26, 2008)
Katie Hansen (written comments, February 25, 2008)
Claire Hargrove (written comments, March 3, 2008)
Jane Turner Hart (written comments, February 26, 2008)
Ellen Hathaway (written comments, March 2 and 4, 2008)
Amy John Healdley (written comments, February 18 and 22, 2008)
Jason Healdley (written comments, February 19, 2008)
Marianne Hesse (written comments, February 20, 2008)
Fred and Kathe Hodgson (written comments, February 28, 2008)
Martha Hoffman (public hearing comments, February 28, 2008)
John Hooper (written comments, March 3, 2008)
Richard Hsu (written comments, March 6, 2008)
Tom Hubbard (written comments, February 26, 2008)
Pemberton W. Huddleston (written comments, February 26, 2008)
Maca J. Huneeus (written comments, March 3, 2008)
Barbara Hurtig (written comments, March 3, 2008)
Thomas Hutson-Wiley (written comments, February 26, 2008)
Marilyn Incerty (written comments, March 10, 2008)
Mekhala Chatterjee Inghelbrecht (written comments, February 25, 2008)
Philip Inghelbrecht (written comments, February 25, 2008)
Richard Ivanhoe (written comments and public hearing testimony, February 28, 2008)
Sam Jackson (written comments, February 26 and March 6, 2008)
Andrea Jacoby (written comments, February 26 and March 6, 2008)
Bryn E. Jedlic (written comments, March 10, 2008)
Stuart Jenkins (written comments, February 29, 2008)
Tana Johnson (written comments, February 27, 2008)
Thomas Johnson (written comments, February 25, 2008)
Joma R. Jones (written comments, March 6, 2008)
Myron Jones (written comments, February 25, 2008)
Susan Karp (written comments, March 10, 2008)
Christopher J. Keane (written comments, March 3, 2008)
Rachel Cummings Klein (written comments, March 6, 2008)
Anthony Klinger (written comments, February 28, 2008)
Elizabeth Link Koch (written comments, March 1, 2008)

Elizabeth Kroboth (written comments, March 2, 2008)
 Andrew Kubersky (written comments, March 1, 2008)
 Marita Kubersky (written comments, February 29, 2008)
 Connie Kullberg (written comments, January 22, 2008)
 Sarosh D. Kumana (written comments, March 6, 2008)
 William Lafferty (written comments, February 25, 2008)
 Denise Lapins (written comments, February 28, 2008)
 Norman T. Larson (written comments, February 21, 2008)
 Ilse Larson, MD (written comments, February 26, 2008)
 Emily Leahy (written comments, February 22, 2008)
 Margo Leahy (written comments, February 26, 2008)
 Nick Leahy (written comments, February 22, 2008)
 Scott Lebus (written comments, March 3, 2008)
 Kristy Leffers (written comments, March 6, 2008)
 Phil Lesser (public hearing comments, February 28, 2008)
 Jeanne Lewis (written comments, March 3, 2008)
 Chip Linehan (written comments, February 26, 2008)
 Molly P. Linehan, MD (written comments, February 25, 2008)
 Paul J. Loeffler (written comments, February 18, 2008)
 Caitlin M. Long (written comments, February 29, 2008)
 Monica and Dan Loos (written comments, February 26, 2008)
 Ray and Lorraine Lucas (written comments, February 23, 2008)
 Bruce Lyall (written comments, February 19, 2008)
 Arthur E. Lyons (written comments, March 6, 2008)
 Sara MacPherson (written comments, February 6, 2008)
 Stanley Mandell (written comments, March 6, 2008)
 Susan Marsch (written comments, March 10, 2008)
 B. Martin (written comments, March 8, 2008)
 Christopher Martin (written comments, February 26, 2008)
 Deborah Martin (written comments, February 25, 2008)
 Judith May (written comments, February 25, 2008)
 Carolyn Short McKenna (written comments, February 27, 2008)
 David Mclean (written comments, February 26, 2008)
 Jeff Mead (written comments, February 26, 2008)
 Quintin Mecke (written comments, February 26, 2008)
 Jim Migdal (written comments, February 27, 2008)
 Elizabeth and Jason Misner (written comments, February 12, 2008)
 Steven Mitchel (written comments, March 9, 2008)
 Josh and Katy Mogal (written comments, February 23, 2008)
 Lida Morgenstein (written comments, March 6, 2008)
 Ann Morris (written comments, March 3, 2008)
 Doerte G. Murray (written comments, February 22, 2008, and public hearing comments, February 28, 2008)

Laura Myers (written comments, March 4, 2008)
Jeanne Myerson (written comments, February 24, 2008)
Kevin Neeson (written comments, February 25, 2008)
Laurie Nelson (written comments, March 4, 2008)
newlini@aol.com — name unknown (written comments, February 26, 2008)
Benito Noyola (written comments, February 25, 2008)
Aidan O'Connell (written comments, February 25, 2008)
Teresa Olle (written comments, March 5, 2008)
Laura Onopchenko (written comments, March 10, 2008)
Tom Ortenzi (written comments, February 25, 2008)
Leah Palmer (written comments, March 6, 2008)
Robert H. Pantell (written comments, February 26, 2008)
Anthony Phillip (written comments, March 7, 2008)
Erwin Pirolt (written comments, February 27, 2008)
Brenda Pitts (written comments, March 6, 2008)
Dennis Plesea (written comments, February 25, 2008)
Emelia Rallapalli (written comments, February 22, 2008)
Gabriel M. Ramsey (written comments, March 6, 2008)
James Rhoads (written comments, February 18, 2008)
Kimberly D. Richman, Ph.D. (written comments, February 26, 2008)
Jeff Ridgeway (written comments, February 25, 2008)
Sheila Riley (written comments, February 26, 2008)
Sarah Rippy (written comments, March 4, 2008)
Matt Rivitz (written comments, March 6, 2008)
Karen Rose (written comments, February 25, 2008)
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Susan Rosen (written comments, March 4, 2008)
Elsa Rosenberg (written comments, March 6, 2008)
Erik Ross (written comments, January 28, 2008)
William D. and Katherine Bird Rothrum (written comments, February 26, 2008)
Elizabeth Rotter (written comments, February 25, 2008)
David Rumsey (written comments, March 2, 2008)
Carol Russo (written comments, February 29, 2008)
Lucrecia Sarita Russo (written comments, March 8, 2008)
Angelika Ryan (written comments, February 26, 2008)
Patric Ryan (public hearing comments, February 28, 2008)
Tina Sampath (written comments, February 25, 2008)
Laura Sanchez (written comments, February 26, 2008)
Janice Sanz (written comments, March 8, 2008)
Flip Sarrow (public hearing comments, February 28, 2008)
Justine Sarver (written comments, February 26, 2008)
Robyn Savage (written comments, February 23, 2008)
Courtney Schar (written comments, March 6, 2008)

Kenny Schauf (written comments, March 10, 2008)
 Beth Scheer (written comments, February 29, 2008)
 Steven Scheer (written comments, February 29, 2008)
 Martin Schneider (written comments, March 6, 2008)
 Michelle Schorr (written comments, March 3, 2008)
 Aileen Scully (written comments, February 19, 2008)
 Richard Shadoian (written comments, March 6, 2008)
 Chet Shannon (written comments, March 3, 2008)
 Cameron Shaw (written comments, February 22, 2008)
 Joseph L. Sherman (written comments, February 25, 2008)
 Keith F. Skelly (written comments, February 27, 2008)
 Abby Smith (written comments, March 3, 2008)
 Don J. Smith (written comments, February 22, 2008)
 Alicia Snow (written comments, February 25, 2008)
 Christopher Solmessen (written comments, March 2, 2008)
 Diane and Chris Solnne (written comments, February 22, 2008)
 Rosemary Southwood (public hearing comments, February 28, 2008)
 Kimberley Spears (written comments, March 4, 2008)
 Monette R. Stephens (written comments, February 25, 2008)
 Megan Strahm (written comments, February 19, 2008)
 Megan Strahm (written comments, February 22, 2008)
 Megan Strahm (written comments, March 5, 2008)
 Susan Strolis (written comments, February 23, 2008, and public hearing comments, February 28, 2008)
 Michael J. Sullivan (written comments, February 18, 2008)
 Kathryn Supinski (written comments, February 22, 2008)
 Shelly Sutherland (written comments, February 22, 2008)
 Stephen L. Taber (written comments, February 25, 2008)
 Kathe Traynor (written comments, February 24, 2008)
 Matt and Liz Tucker (written comments, March 4, 2008)
 John F. Ungar (written comments, January 30, 2008)
 Bill Villarroel (written comments, March 3, 2008)
 Kathleen Volkmann (written comments, February 24 and 27, 2008)
 Robert Weaver (written comments, February 25, 2008)
 Teresa M. Welborn (written comments, March 8, 2008)
 Calvin Welch (written comments, March 8, 2008, and public hearing testimony, February 28, 2008)
 Kelly Whalen (written comments, February 29, 2008)
 Terry Whalen (written comments, February 29, 2008)
 Ruth E. Wheeler (written comments, February 22 and March 3, 2008)
 Richard Whittow (written comments, February 27, 2008)
 Nicholas Wickes (written comments, February 27, 2008)
 David Wills (written comments, March 10, 2008)

C. COMMENTS AND RESPONSES

Jess Wilson (written comments, February 25, 2008)

Jill Wolcott (written comments, March 3, 2008)

Bruce Wolfe (public hearing comments, February 28, 2008)

Dennis Wolframski (written comments, March 6, 2008)

Kathryn Alexis Woods (written comments, February 25, 2008)

David Zuckerman (written comments, March 4, 2008)

Planning Commissioners commenting at the public hearing: Michael Antonini, Bill Lee, Sue Lee, Kathrin Moore, Christina Olague, and Bill Sugaya

C. COMMENTS AND RESPONSES

1. GENERAL COMMENTS

Opposition to the Proposed Project

Comment 1.1—Project Size

"I watched the planning commission hearing on the internet. Many of the proponents of this project said that they would walk to this store. However, a Whole Foods Store would draw a lot of people from other areas of the city, and many would drive. The imposing scale of this proposed project is not in harmony with the characteristics of our neighborhood. The services offered by Whole Foods are already provided by existing businesses in the neighborhood. Prices are beyond the means of most residents for regular shopping. The housing offered is not affordable to most residents of the neighborhood, including the below market rate units. This project threatens the health, safety, and social fabric of the community."
(Cathy Bellin, written comments)

"The decision made regarding this development is something that the neighbors will have to live with day in and day out. I strongly feel that there must be a substantial reduction in the scale of this project to prevent risks to pedestrians, severe traffic congestion, unacceptable noise levels and environmental health risks, damage to the charm of the Haight Ashbury, closures of locally-owned family businesses and shadowing on neighborhood housing. I feel that a project of this size benefits no one other than the people and the companies who own it. It shows no concern for the people living in the neighborhood. A smallerscale market comparable to the size of CALA, a few smaller stores, or a farmer's market would better serve the community. Please take my concerns into consideration when evaluating this project."
(Cheryl Bielinski, written comments)

"The Haight is not the place for a mega Whole Foods store. I am opposed to even a scaled down version of this national chain and think national chains are an unnecessary blight in urban neighborhoods, especially an historic one like the Haight which has thrived with (mostly) small independent merchants.

"Whole Foods stores have a number of business practices that are not sustainable or fair. They buy produce from large organic and conventional farmers instead of providing a market for small independent local organic growers who farm sustainably. They pay many of their food preparers and bakers less than a living wage. Why on earth would we want this in our neighborhood? We can find a better solution to the empty lot at Haight and Stanyan, especially when we already have Real Foods just two blocks away." (Suzanne Bryan, written comments)

"We do not need to put long standing businesses out of services to have these huge corporate enterprises in our neighborhood." (Mague Calanche, written comments)

"The massive size of the proposed project will be out of step with the neighborhood, and the proposed design is, well there is no other way to say it, is just plain ugly. We live in a beautiful part of the City, and

any new buildings should add to that beauty and not be so out of character with its neighbors that it will stand out for its 'sore thumb' qualities." (*Karen Fishkin, written comments*)

"I would like to register my strong opposition to the proposed grocery store and residential development project at 690 Stanyan Street. I am an owner of the property at 1923 Page Street, which is directly behind the proposed development and will be negatively impacted by its physical size, unit density, construction, and grocery store operations. The proposed development is out of context with, and will be detrimental to our neighborhood near Golden Gate Park." (*Kathleen Hanrahan, written comments*)

"The project is directly in my backyard. The proposed unit—the proposed project with 62 units, including 32 studio apartments, is far more dense than the neighborhood can handle. It would have a major impact on traffic that has already been addressed." (*Kathleen Hanrahan, public hearing comments*)

"The development is way too huge." (*Martha Hoffman, public hearing comments*)

"[The s]cale of the project is just too large; single entrance on Stanyan Street." (*Susan Latham, written comments, February 23 and 25, 2008*)

"The scale of project is just too large: this is a seven-[story] structure, with three levels of garage underground..." (*Susan Latham, written comments March 10, 2008*)

"We, the Flatlanders of the Haight Ashbury, are the non-profit workers, teachers and students, the housecleaners, the retail workers, the delivery services, the cab drivers, the hotel and restaurant workers, the childcare workers, the healthcare providers, the pet care providers, the home and garden workers, working actors, artists, artisans and writers and...well, you get what I saying here. We live in flats and studio apartments that we hold dear.

"The irony here is that, would a project of this size be planned in Cole Valley and/or the Inner Sunset, those of us who oppose this development as presented, would stand firmly with those who would most assuredly oppose a like development...and for the same reasons as we oppose 690 Stanyan Street. Please know that the very people who support Whole Foods, an equity partner, would reject such a development in their own back yards, demanding that commercial zoning codes be enforced. The Inner Sunset stopped just such a project on 9th Avenue and Lincoln Boulevard for exactly the same reasons posed here.

"Those supporting this development as proposed in the draft EIR have the option, if it does turn into a hideous traffic mess, to turn their backs on it and return to shop the great little cafes and patisserie, deli marts, cheese shop (the best in the city, in my humble opinion), pharmacy, wine shop, beauty shops.. . Ashbury Market, the health food store on Frederick [and] Stanyan. Well, again, you get the idea. This is what we love about Paris, and how we envision San Francisco, America's most European city.

"...and, exactly how green is this building?" (*Susan D. Latham, written comments, March 10, 2008*)

"Traffic, traffic, traffic scale. The scale of this for this neighborhood is disrespectful to the neighborhood, and I strongly advise you to at least scale it down. I know it is a PUC. I wish that could be changed." (*Susan Latham, public hearing comments*)

"The 34,000 square foot commercial space is too large for this corner. It is completely out of scale to the surrounding neighborhood commercial structures." (*James Rhoads, written comments*)

"I strongly protest the proposed size of the 690 Stanyan Street project. I do so not as a neighbor of the site (which I am), but as a San Francisco taxi driver with more than thirteen years of experience observing and negotiating city traffic." (*Carl Russo, written comments*)

"The proposed project is too big. It is projected to cover the entire two lots, lot line to lot line. All of the other residential and commercial buildings in the neighborhood have setbacks and rear yards. This would be an ugly monolith, out of character with the neighborhood. The proposed project would put a 40-50 foot wall along the lot line, impacting back yard sunlight and rear windows light, air, and privacy.

"It is too big and massive for the official pedestrian entrance to Golden Gate Park, not, as cited on Page 9, 'a gateway.'" (*Teresa M. Welborn, written comments*)

Response 1.1—Project Size

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 1.2—Grocery Tenant

"Most people do their food shopping [at rush hour during the week and throughout the weekend]. Whole Foods is a destination supermarket and will attract roughly 8,000 car trips a day. No doubt many of these trips will be from the same people who falsely claim they will walk their groceries back up [the] hills on which they live. Certainly there will be traffic back-ups that will affect Fell and Oak as well as Stanyan and Haight. This would be not unlike the situation at Trader Joe's at Masonic and Geary, where a line of cars forms in the traffic lane heading into the parking lot. The Haight Ashbury is a neighborhood that is known for its history, its Victorian Architecture, its family-owned businesses and its laid-back attitude. A project of this size is completely inappropriate for this area and cannot possibly be in keeping with Haight Commercial Zoning. It will not only rob the neighborhood of its charm, but many of its family-owned businesses will be unable to compete with Whole Foods. The project will not bring more business to Haight Street shops because people shopping Whole Foods will only be allowed to use their parking lot to shop Whole Foods. Whole Foods is a fine market, but it is very upscale and not very affordable to the people who live in the neighborhood. I do not feel that this project serves the people who live near it." (*Cheryl Bielinski, written comments*)

"I live in the Haight Ashbury district, and am writing you to protest the construction of a multi-purpose building as proposed at the corner of Stanyan and Haight Streets. I am opposed to the building of a Whole Foods in my neighborhood, even though I personally only shop for food in health food stores or at farmer markets. The Haight-Ashbury District already has two grocery stores that offer organic food: Real Foods (renamed Fresh Organics) on Stanyan (between Carl and Pamassus) and Haight Ashbury Market, on Haight (between Ashbury and Clayton Streets). I shop at Real Foods at least twice per week. Nearby we also have Trader Joes and Lucky's, as well as many smaller markets. We need responsible City planning to ensure the continued health and existence of smaller stores in our fragile neighborhoods. Whole Foods, on the other hand, is a nationwide chain store, selling highly priced items while underpaying its non-unionized workers." (*Ariane Eroy, written comments*)

"I totally agree that we need more housing and also a full-service grocery store for the neighborhood. However, the housing will be beyond the ability of most nearby renters, (who love the area and would love to stay as property owners). to purchase. And I fear that Whole Foods, while excelling in

presentation and offering quality goods, will also be out of reach for regular neighborhood shoppers. Too expensive! It will have to be supported by those traveling by car, and leads us back to my first concern 'This is an important corner in the City, and deserves better than this plan as it currently stands.'" (*Karen Fishkin, written comments*)

"I'm a homeowner [in] the block next to the project. I would like to say first that I testified to a lot of groups as a volunteer with the SF SPCA program, and I always pride myself on giving very positive, constructive testimony, but on this project, I have nothing positive to say. "I personally do not welcome Whole Foods and will not shop there...some think the development will help solve problems at Alvord Lake across the street in Golden Gate Park. I don't agree. I think it will simply compound them." (*Martha Hoffman, public hearing comments*)

"Effect on local produce market, i.e., locally family-owned business; Whole Foods, an equity partner, markets are really for upscale customers; [n]ot an affordable grocery or fullservice grocery store." (*Susan Latham, written comments, February 23, 2008*)

"Whole Food is not primarily a neighborhood serving retail; [e]ffect on local produce market, [i.e., locally family-owned business; Whole Foods, an equity partner, markets to upscale customers (who have had the benefit of 'community events' with treats provided by Whole Foods); [and Whole Foods is] not an affordable grocery or full service grocery store..." (*Susan Latham, written comments, February 25 and March 10, 2008*)

"I wish to re-submit my questions and concerns, and strongly urge the department to encourage smart and innovative development. Look to the new Falletti model (Fell/Divisadero) and the Safeway remodel (6th Street/Cabrillo). Perfect examples of tucking full service grocery stores into a neighborhood with tremendous respect for their neighbors...Those who support the EIR, as presented, have an unreasoned fear of a 'Dented Can' establishment, a déclassé market: Be sure that we of the 'Flatlands' were not invited to the 'community' organizing events which served up yummy Whole Foods' treats. Please know that the good people of the out-lying neighborhood, who believe in their imaginations that they will be lugging their bags of groceries up the hill or back to the Sunset, will be the ones driving to and from this location;

"High density of pedestrian tourists who visit the Haight from every corner of the world; come visit the Haight on a weekend when the events in the park are in full swing. Those of us who live here take care of business during the week because of the density of pedestrian and vehicular traffic on weekends;

"I feel as though the responses from some the Planning Commissioners were warm and fuzzy moments regarding their appreciation of Whole Foods. Please look at the Haight itself, especially in relation to the park, not other Whole Foods' sites. If Whole Foods wishes to be as innovative as it claims, I challenge an analysis and design that reflects that claim." (*Susan D. Latham, written comments, March 10, 2008*)

"Unfair competition with smaller retailers in the neighborhood. due to the economiocs of scale provided by Whole Foods will force closures of what amenities this area provides for residents. This project is not in harmony with the neighborhood character." (*David Wills, written comments*)

Response 1.2—Grocery Tenant

Responses to the concerns expressed in these comments regarding pedestrian and vehicular traffic in the area are included on page C&R.95. Other comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The

comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 1.3—General Opposition

"I'm a property owner [in the area] and I am here to express my opposition to the project because it is in my backyard." (*Kathleen Hanrahan, public hearing comments*)

"Overall this project as it is currently constructed is not good for the fiscal and environmental quality of life of the residents of this neighborhood and for the city as a whole. We at the San Francisco Labor Council would like to see the project sponsor commit to family housing, insuring the usability of public open space and mitigate the negative impacts on homeowners and traffic in the area. Unfortunately at this time, we cannot support this project." (*Chris Jackson, San Francisco Labor Council, written comments*)

"I am writing to express my opposition to the construction of a condominium/retail structure on the corner of Haight St. and Stanyan St." (*Elizabeth Kroboth, written comments*)

"[T]he large size of the proposed grocery store—twice the size of the existing supermarket structure and nearly the size of a 'big box' store, with a parking garage exiting to the entrance of Golden Gate Park—will cause significant environmental impacts that are not adequately addressed in the DEIR. This comment document shows that the Draft Environmental Impact Report (DEIR) is inadequate in several ways.

"In general, the DEIR fails to account for the fact that this site is at a unique location, across the street to the main eastern entrance to Golden Gate Park, a historically significant area, and adjacent to a major bicycle route into the park. This not a neighborhood park, but the jewel of San Francisco's parks system, the most heavily used park in San Francisco, with significant recreation and historic resources. The DEIR does not take into consideration the large special events that are regularly held there, and therefore underestimates the numbers of pedestrians, bicycles, and vehicles that use the area. The DEIR assumes that 'peak' times are standard neighborhood peak times, and measures them in some of the lowest-use times of year for Golden Gate Park.

"The DEIR also does not recognize the historically significant and nationally recognized nature of this part of Golden Gate Park, nor does it adequately discuss impacts on vistas in this area. In summary, the proposed project has significant negative environmental impacts on Golden Gate Park and the neighborhood. The DEIR does not recognize or analyze them, and consequently, the mitigations offered do not cover them." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"I have lived in this neighborhood for about 35 years and am very familiar with this corner. I am concerned... I don't think the DEIR has adequately addressed these issues. I urge your office to look at this project and re-evaluate the environmental impact of this project before issuing a final report." (*James Rhoads, written comments*)

"In regards to the Whole Food/apartment complex. No, no, no. Our neighborhood is definitely in need of a market place but not more costly housing which is very dense already. It will take away much needed parking spaces—greatly increase traffic congestion—overfill the streets with more bus runs and ruin the

atmosphere and quality of our neighborhood. There must be a better plan. I was born here at the family home on Cole Street as was my mother and her family. Please reconsider this plan and...our area into something that will make all of us happy, proud and a nice place to be." (*Aileen Scully, written comments*)

"I'm the housing and land use chair of the Haight Ashbury Neighborhood Council. And the Council is opposed to this project.

"I understand that today's remarks are limited to the Draft Environmental Impact Report, and my remarks and those of others members of the Haight Ashbury Neighborhood Council will limit themselves to the four corners, if you will, of this EIR." (*Calvin Welch, public hearing comments*)

"I'm a walker on Haight Street and my home is at Ashbury and Haight, four blocks from Stanyan. I would be personally affected for the worse by the proposed structure at 690 Stanyan St. with adverse quality of life issues." (*David Wills, written comments*)

Response 1.3—General Opposition

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Support for the Proposed Project

Comment 1.4—Urban Design

"Support for the Project at 690 Stanyan Street Case # 2006-0460E

"We have lived on Shrader Street since 1979, and are familiar with all the benefits of living here as well as the challenges that face our neighborhood. Over the years we have commented many times that we wish someone would develop the corner of Haight and Stanyan to create a positive place for people to live and shop. We also have wanted to see the negative aspects of the old Cala market ameliorated. The project to develop 690 Stanyan Street accomplishes just what we have always hoped for, and we support it in its entirety." (*Lorraine Rorke Bader and J. Lani Bader, written comments*)

"The condominiums above store will bring homeowners into an area of the neighborhood that desperately needs people who care about a clean, safe living environment, which will help clean up the Alford Lake drug and homeless issues. It is a known fact that homeowners are more active than renters in battling neighborhood crime and safety concerns." (*Amy Blakeley, written comments*)

"This project is an essential development for the future growth, sustainability and enhancement of the Haight Ashbury District. The project is a fine example of the type of necessary development needed to re-vitalize an urban area of such historical strength and character as the Haight Ashbury District." (*Arlyne Charlip and Steven Blumlein, written comments*)

"Also, I believe that the proposed project will enhance the beauty of the area, the entrance of Golden Gate Park, and will provide significant services and refreshment for park-goers. I do not believe it would have a negative environmental impact for San Francisco.

"As a member of the Haight-Ashbury community for more than 25 years, i can say we want this store and we need it." (*Marita Kubersky, written comments*)

"We are 25 year residents of the Haight Ashbury and owners of a historically significant Victorian home built by Robert Cranston in the late 1800's. We have experienced many changes in the neighborhood over that time as we raised our family. The recent and ongoing improvements in Golden Gate Park including the new museums on the concourse, the reconstruction of the Conservatory, and the rebuilding of the Children's playground have greatly improved the park and the tone of the surrounding neighborhoods. We're therefore pleased with the prospect of that spirit of renewal spreading directly into our immediate area with the proposed shopping and residential structure at Haight and Stanyan streets." (*William D. and Katherine Bird Rothrum, written comments*)

"And aesthetically, a multi-story building with housing over retail is a much better urban planning solution for this corner than a parking lot. This project represents a great step forward for what should be a landmark corner of our neighborhood." (*Michael J. Sullivan, written comments*)

Response 1.4—Urban Design

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 1.5—Trip Reduction

"A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods." (*Julia Avramides and Myron Jones, Rhonda Clark, Sam Gabrielli and the Gabrielli Family, Pemberton W. Huddleston, written comments*)

"Anything less than a full service store will have significant environmental impacts:...residents will be forced to continue driving to more distant stores for their grocery needs." (*Julia Avramides and Myron Jones, Rhonda Clark, Sam Gabrielli and the Gabrielli Family, James Hansen, Pemberton W. Huddleston, Denise Lapins, Michael J. Sullivan written comments*)

"With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable—no worse than traffic associated with the former Cala Foods at the same location." (*Carla Borelli, Molly P. Linehan, MD, Kimberly D. Richman, Ph.D., Richard Shadoian, Joe Sherman, Christopher Solmssen, Monette R. Stephens, Terry and Kelly Whalen, written comments, written comments*)

"When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole

Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable—no worse than traffic associated with the former Cala Foods at the same location." (*Jennifer Boyd, Karen Brant, Rebecca Chatfield-Taylor, Amanda Clarke, Suzette and Jeff Clarke, Kelly Deasy, Gregor Ehrlich, Lorrie French, Erika Gliebe, Matt Gliebe, Richard Hsu, Marilyn Incerty and Kenny Schauf, Sam Jackson, Joma Jones, Rachel Cummings Klein, Sarosh Kumana, Susan Marsch, Leah Palmer, Anthony Philip, and Gabriel M. Ramsey, written comments*)

"When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment." (*Molly P. Linehan, MD, Kimberly D. Richman, Ph.D., Joe Sherman, Christopher Solmssen, Monette R. Stephens, Terry and Kelly Whalen, written comments*)

"At the present time, we drive to other areas of the city to shop for groceries and related household products. If Whole Foods were here, we would be able to walk the few blocks to the store for so many of our needs. This particular store is very attractive to us because we know they maintain their properties in other locations, and they carry high quality produce and other merchandise. We are not interested in a small store or another grocery chain. We would not have to drive and park at this location if the project is approved as presented. This would benefit not only the neighborhood, but the greater environment." (*Lorraine Rorke Bader and J. Lani Bader, written comments*)

"I've recently read that there are a number of people opposing the Whole Foods development. I am quickly writing this as I get in my car and drive over to Calmart for my bi-weekly trip. I loved the Cala store that was there—don't get me wrong—but nothing is worse than having to use my car every time I need anything substantial. I drive only 3K miles/year in total—I'm guessing most of it now is for this type of thing." (*John Banczak, written comments*)

"The project carefully and successfully navigates concerns over pedestrian safety, accommodating customer parking, and traffic/public transportation concerns.

"Many nearby residents will walk to this location, not drive." (*Amy Blakeley, written comments*)

"With both markets closed, we must now drive farther, adding to the congestion on Parnassus Ave and other streets, depending on the direction. The Whole Foods will enable us to shop closer to home, reducing overall traffic on other streets and saving gas." (*Alison Boeckmann, written comments*)

"People in the neighborhood will be able to walk to a full service supermarket rather than drive, which provides much needed exercise.

"I know that concerns about traffic are a major reason for opposition. However, I've been to the other Whole Foods in the city and have not noticed any major problems with traffic near the entrance and exit to the store. Careful planning should be able to mitigate this potential issue." (*Rachel Bordoli, written comments*)

"Transportation: the DEIR notes that the project 'would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian, or bicycle conditions' (p. 8). We agree; in addition, it will encourage residents to walk blocks on Haight Street that are now used mostly by tourists." (*Jennifer and Chris Boyd, written comments*)

"My personal living circumstances will be highly influenced by this Whole Foods Store:

"...Instead of driving 30 minutes to and from the Whole Foods store at Franklin and California, I will be able to walk to 690 Stanyan Street.

"...One of the reasons I still own a car is to go to the store for food and groceries. This store would be a strong incentive to recycle my 1984 Honda Accord.

"As for traffic concerns, one might look at the Whole Foods store at California and Franklin Streets. Even when the store is packed, there never seems to be a traffic holdup." (*Joan Boyd, written comments*)

"With a full service store at the base of Haight, I could consolidate shopping to one local shop and save the environment some fumes and stay within my community." (*Heather Briscoe, written comments*)

"The new market is close to the N Judah line meaning that local residents can shop using public transit instead of jumping in their cars.

"We don't have a full service store within walking distance of our home currently. My wife frequently drives to the Whole Foods on California Street and Trader Joe's on Masonic. Having this store in the neighborhood would reduce our travel and reduce congestion. The site was a market previously so the traffic associated with the new store should not change significantly." (*Mike Burbank, written comments*)

"Our neighborhood, which is well served by public transportation, is well suited to a relatively high density housing/commercial project.

"The availability of a full-service grocery store in our neighborhood will enable many of us to shop without getting in our cars." (*Martha Campbell, written comments*)

"Please understand that this is a needed service to have within walking distance on many in our residential neighborhood." (*Charles Canepa, written comments*)

"Any significant shopping requires a car trip out of the neighborhood to Safeway on Church or waiting in horrible car lines at Trader Joe's on Geary. Beyond the environmental impact, anyone who has ever had to do this with two small children knows that the personal impact is equally as dreadful." (*Minnie Carroll, written comments*)

"With the loss of Cala Foods there is not a full service market in our neighborhood, and it is now necessary to use our car and drive to locations outside our neighborhood.

"Even with Cala we were forced to travel by car outside our neighborhood because we seek quality ingredients, mostly local and organic and for this reason we travel to Whole Foods on California, Andronico's, or Bryan's on California. The prospect of a Whole Foods market in our neighborhood would mean we could do the majority of our shopping without using a car—reducing the impact on the environment and increasing our convenience and the quality of our neighborhood." (*Howard and Kristina Case, written comments*)

"We are proud to support our local neighborhood markets (Cole Hardware, Alpha Market, Real Foods, Pharmaca, etc.), and will absolutely continue to patronize them, our neighborhood is shortchanged by not having a full service grocery close at hand. Currently, we need to use our car to make the most basic purchases, whether at a Safeway in the Castro or Diamond Heights, or at a more far-flung Whole Foods.

With a proper market close at hand, we can once again walk, or at least minimize our drive, and hence, reduce the environmental and traffic impact." (*John Cate, written comments*)

"The ability to walk to a full compliment of community services, including a full service grocery store, is the hallmark of a thriving neighborhood. Presently we have to drive to a full service grocery store, when we prefer to walk and lessen our carbon footprint." (*Arlyne Charlip and Steven Blumlein, written comments*)

"I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population." (*Rebecca Chatfield-Taylor, written comments*)

"I would like to voice my support for the full project at 690 Stanyan. The project has been thoroughly discussed by the community who have shown a firm request for a full service supermarket. The emphasis on housing and integration of services in our community is significant. The EIR found the project to have less negative impact on the neighborhood in any way. The neighborhood is densely populated and the market will allow many to do their shopping on foot.

"Please do not let a small group of nay sayers delay this interesting and significant development. Many are talking about density in the urban core as a solution to many urban issues. This project presents us with a unique opportunity and we sincerely hope the City encourages this effort." (*Jan Chernoff, written comments*)

"I live a few blocks from the corner of Stanyan and Haight streets and am writing you concerning case #2006.0460E. I want to urge you to approve this project including the Whole Foods store. Our neighborhood is in dire need of a full service grocery store and its addition would be a huge improvement to the corner of Stanyan and Haight and the entire surrounding neighborhood. It is also environmentally wise as it would reduce the need of the neighbors to drive longer distances to buy groceries. Please approve this project." (*Rhonda Clark, written comments*)

"I now drive to the Whole Foods in SOMA but for my neighbors without a car that is not feasible and for environmental and health reasons it would be preferable if we had a market within walking distance." (*Molly Cooke, written comments*)

"I live...near St. Mary's Hospital and I am writing to express my support for the proposed project at 690 Stanyan Street.

"As a one-car family, we welcome the addition of a Whole Foods market within walking distance of our home." (*Janna Cordeiro, written comments*)

"... this will allow my wife and I to walk to get everything we need—currently we drive. I appreciate you considering my input, and look forward to walking to my new Whole Foods as soon as possible." (*Tag Cummings, written comments*)

"I have lived in the neighborhood for over 18 years and with the closing of Cala Foods have had no place to purchase groceries without taking at least one bus since they closed. This project would help our neighborhood tremendously and would be greatly beneficial to all the residents who now have to find a way to get to a grocery store." (*Donna Curry, written comments*)

"As we've learned on the other end of the panhandle—when a grocery store (Falletti's) opens, neighbors walk to it frequently. "In addition, this corner sorely needs development and attention. It is so central to the area and the transit lines, yet so neglected. "This proposed development will not create a negative environmental impact for San Francisco." (*John Dallas, written comments*)

"It would save me from driving across town (I could actually walk to a full-service grocery store), would be great for the neighborhood..." (*Erica Desouza, written comments*)

"In keeping with the core values of San Francisco, the Whole Foods project would have a positive impact on the environment as residents from all of the surrounding neighborhoods could walk to get their groceries or stop in on the way home from work and as a result avoid driving out of the way to other, more distant grocery stores. I hope to see the project move forward as planned and look forward to the positive impact it will have on the environment and the neighborhood." (*Hilary Dessouky, written comments*)

"Our neighborhood needs a full service, quality grocery store that we can walk to. The traffic impact was shown to be minimal to our neighborhood and it will be wonderful to not have to drive across town with small children to get groceries. I think that it will also enhance our neighborhood to get out of our cars and walk to our "local" store, this will enhance community building. The upgrade of this corner of Haight Street is important as it serves as the entrance to our amazing park and such an investment in quality housing, and high quality grocery store should serve as another enhancement to the park." (*Carolyn Egan, written comments*)

"I am writing to emphatically make the following points in support of the proposed development at Stanyan and Haight in [its] current form. I am a neighbor and would greatly appreciate the ability to access a full service grocer to meet my household needs without using a car." (*Stouffer Egan, written comments*)

"The close proximity of the Whole Foods Market will be wonderful convenience for the residents of the neighborhood. It allows them to avoid either driving their autos or taking time consuming public transit trips to grocery shop. (*Richard Ensor, written comments*)

"We have lived in our home [in the area] for over twenty years. Only in the last few have we been without a full service grocery store, causing us to travel by car to other neighborhoods to supply daily needs to our household of six people." (*Sam Gabrielli and the Gabrielli Family, written comments*)

"Residents need a place to buy groceries, diapers, pet food, cleaning supplies, etc. without getting into their cars to go to other neighborhoods such as the Lucky at Fulton Market, Costco in SOMA, Safeway in the Castro, etc." (*Christina Ganjei, written comments*)

"If there was a Whole Food store there on Stanyan I'd be able to walk, or bike, which is much more ecologically sound than driving. The eco aspect of having a quality neighborhood food store is important. We also shop at Trader Joe's on Masonic, and due the awkward layout of the parking lot for that location, we are often part of a line of cars which extends around the block, idling, just waiting for a place to park." (*M. Whitney Gilkey, written comments*)

"I think addition of a Whole Foods market would upgrade the entire end of Haight street, and the market would be conveniently located on several transportation lines for those who need to use them." (*M. Whitney Gilkey, written comments*)

"We plan to walk there to shop. An awful lot of people who live in this neighborhood don't have cars. They can't drive to the other larger grocery stores. We need a wonderful food store within walking distance. It is my understanding that there will be adequate parking for those who drive and housing above. What else would you build at that site?

"I know quite a few of my neighbors and we are all looking forward to having a Whole Foods Store within walking distance. As you may know, residents in the Haight Ashbury are very environmentally conscious and we walk instead of drive whenever it is feasible. I walk to most of the stores in Cole Valley and on Haight Street but need to drive to a market when I want to buy the regular goods found only at the larger supermarkets. I would walk to Whole Foods." (*Carole Glosenger, written comments*)

"We are all looking forward to going to Whole Foods on foot, and we're looking forward to having a grocery store in our neighborhood that we can walk to." (*Carole Glosenger, public hearing comments*)

"When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment." (*Alexandra Robert Gordon, written comments*)

"First, there are many local residents who would benefit from a nearby, full-service grocery store. People near this location would be able to walk to do their food shopping—so long as the store was large enough and provided a full-service grocery store—and this reduction in vehicle traffic would benefit the city's air quality and help (even in a small way) towards reducing global carbon emissions. People living even slightly further from the store could drive there—but with a much shorter distance than they currently have to (since the Cala foods closed)—in order to get groceries. Even a shorter driving distance to reach a frequent destination such as a full-service grocery store would significantly enhance San Francisco[s] environment." (*Steven Gordon, written comments*)

"I would walk to the new store." (*Karen Growney, written comments*)

"A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, diapers, and household necessities. Now I can walk rather than drive to purchase the above items which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods. Think of all the residents of the Haight, panhandle, Cole valley, and inner sunset that will be able to again walk to the store for all of the above mentioned items rather than drive. This is an excellent solution." (*Steven Gwozdz, written comments*)

"Although I am a resident in the Inner Richmond, the proposed site for the Whole Foods store is within walking distance. There are not many supermarket type stores in the general neighborhood and the prospect of having one developed which would be of such high standard is a wonderful opportunity. Currently, I have been willing to drive to one of the Whole Foods stores to be able to buy some very specific merchandise and foods. If this project were to be completed, my carbon footprint would be greatly reduced and I feel that the surrounding area of the proposed store would be greatly enhanced. To

parrot a common cliché—'this is a win-win situation.' Please add my vote of support to allow the development to proceed." (*Tanako Hagiwara, written comments*)

"I am looking forward to having a full-service grocery within walking distance; I will no longer have to borrow a car to drive across town." (*Deborah Hall, written comments*)

"I currently drive to another market, but if the Whole Foods market could be established in the neighborhood, it would be possible for me to walk to it. (*Douglas Hall, written comments*)

"When Bell and then Cala Markets occupied the development site, I walked there occasionally to shop. But for the past several years, I have driven several times a week to the Whole Foods Market either on California Street or on Harrison Street. I would be thrilled to shop at a new Whole Foods Market at the corner of Stanyan and Haight. I would be able to walk to shop and/or stop there on the way home from the Children's Playground, the De Young, or the long-awaited Academy of Sciences Museum." (*Katie Hansen, written comment*)

"I live in Cole Valley and am writing to beg you to allow the construction of the proposed Whole Foods on Stanyan. The prospect of a Whole Foods within walking distance of my house seems too good to be true. Currently I typically drive to Andronico's in the Sunset or Trader Joe's downtown to do my shopping." (*Claire Hargrove, written comments*)

"While I suppose some neighbors have complained about the traffic etc, I have been keeping up with the studies and news, and have not heard anything that makes me feel that the Whole Foods would negatively impact our streets, environment, or neighborhood. I frequent several Whole Foods locations in the city, and have noticed that the parking lots contain the customers and do not seem to add a burden to the neighborhood. I am a mother of three children under 9 years of age, and I am thrilled at the idea of having a large, quality market so close, where my children can experience being 'regulars' in a store that is good in so many ways, and so close. We have chosen to parent our children in the city because we want them to experience life living in walking distance from the things that are important to them. Without a market that has a butcher, etc, we have been forced out of our neighborhood to feed our family." (*Ellen Hathaway, written comments*)

"A full service store will insure that I no longer have to drive to the SoMa Whole Foods every weekend. And the same goes for many of my neighbors. This, of course, is good for the environment....not to mention the spirit of our neighborhood. I appreciate your time." (*Amy John Headley, written comments*)

"[W]ith a full service grocery store within walking distance, I would no longer have to use my car to drive to other parts of town and thus reduce surrounding traffic." (*Richard Hsu, written comments*)

"I support the draft EIR findings for the 690 Stanyan St. project, for the following reasons

"The study found a less-than-significant increase in traffic to the project site. As a local resident, I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment." (*Tom Hubbard, Andrea Jadwin, written comments*)

"At the moment, the closest full-size grocery store to us is Safeway on Market Street. My neighbors and I must take a car to do our grocery-shopping there. The distance between my house...to the Safeway on Market Street is 1.4 miles. A round trip to and from the grocery store results in 0.002 tons of carbon dioxide emitted. If 500 people in the Upper Haight area have to drive to and from the Safeway on Market Street once a week, this results in 50 tons of carbon dioxide emissions per year. This is the same as 50 commercial jet flights from San Francisco to New York. Surely no one can argue; this project is imperative to the protection of our environment, to the safety of our streets and to the quality of life of our neighbors. Since the closure of Cala, we have not had a full service grocery store in our area. The closest option we currently have is Safeway on Market street. Sadly enough, this requires a car. It is therefore somewhat ironical that opponents to the case suggest a negative environmental impact. For residents like ourselves, it will yield the opposite effect as we would be able to do all of our shopping by foot. This point was further demonstrated and evidenced in the Environmental Impact Report (EIR) released last month." *(Philip and Mekhala Inghelbrecht, written comments)*

"I support the draft EIR findings for the 690 Stanyan St. project, for the following...reasons:

"...the best thing about this is that it makes shopping walkable for those of us in the Haight/Inner Sunset. We need to get out of our cars. *(Andrea Jadwin, written comments)*

"Introducing a Whole Foods store into our neighborhood will undoubtedly reduce carbon emissions in San Francisco as many residents of Haight Ashbury and Cole Valley will walk to 690 Stanyan, rather than driving to other Whole Foods (or other large grocery stores) in San Francisco (as we currently do each weekend). While current neighborhood grocers (such as Alpha Market and Real Foods) offer great convenience and service, these stores are simply too small to offer the broad range of products that would prevent residents of our neighborhood from travelling by car to larger grocery stores located elsewhere in San Francisco." *(Bryn Jedlic, written comments)*

"This part of District 5 wants and needs a full service grocery store. I usually do not drive my car to work; however, I must drive to the Castro or Diamond Heights Safeway stores for food. I would love to walk or ride my bike to 690 Stanyan to buy my groceries from a business in my own neighborhood. Also, I would love to see a project on the corner of Stanyan [and] Haight that would improve an area in a very thriving neighborhood." *(Tana Johnson, written comments)*

"Our only full service grocery option now is to drive or have groceries delivered, neither environmentally friendly...The store will once again allow us to walk to get our groceries, reducing driving in the city." *(Thomas Johnson and Dennis Plesea, written comments)*

"I do not believe that a grocery store on Stanyan will increase traffic to the area. People in the neighborhood would walk to the grocery store (as they currently do to the neighborhood cleaners, hardware store, etc) thus causing no additional environmental impact. When Cala Foods was at that location, there was no additional traffic, I would think that would be the same if Whole Foods were there." *(Susan Karp, written comments)*

"Unfortunately, as it is now, we need to drive to the Whole Foods stores in other parts of town, or drive to Trader Joe's where one has to wait in line to even get your car into the parking lot off Masonic. This project would allow us to get there without driving." *(Christopher Keane, written comments)*

"When it is completed, I am sure people in the neighborhood will find it easy and pleasant to walk to the grocery store. There are other Whole Foods Markets in the City, so it would not necessarily bring traffic to the Haight-Ashbury from other parts of the city. In any event even if there is an uptick in traffic volume, the benefits of this store will outweigh the negatives." (*Andrew Kubersky, written comments*)

"We are in need of housing and this neighborhood needs a viable, full service, state of the art grocery store to serve a large and very diverse population. When it is completed, I am sure people in the neighborhood will find it easy and pleasant to walk to the grocery store, and it can also be reached easily by public transportation, both of which are beneficial for the environment. There are other Whole Foods Markets in the city, so it would not necessarily bring traffic to the Haight-Ashbury from other parts of the city." (*Marita Kubersky, written comments*)

"Our neighborhood lacks a full service market. The draft EIR will ensure that neighbors can do more of their shopping in the neighborhood, hopefully by walking, rather than driving elsewhere to do it. This is an environmental plus." (*Norman T. Larson, written comments*)

"Importantly, residents will have the ability to walk to a full service local market, thereby reducing vehicle use and harmful emissions. As you know, the EIR draft found a less-than-significant impact on traffic to the area as well as no negative impact on air quality." (*Ilse Larson MD, written comments*)

"There is no full service grocery store in walking distance in the neighborhood and there was a grocery store there before." (*Kristy Leffers, written comments*)

"A full service store will insure that we as residents do not have to drive to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods, which we frequented quite often." (*Jeanne Lewis, written comments*)

"Currently my neighborhood has no full service market. To shop for my family, I need to get in my car and drive to a different neighborhood. This defeats the environmental purpose of living in a city—dense living which requires less driving. The Haight/Ashbury would be much improved with real grocery solutions for all its residents." (*Caitlin M. Long, written comments*)

"We currently drive to other neighborhoods to shop for groceries and related products, including driving to other Whole Foods. Whole Foods would be a welcome business as they carry a wide variety of high quality product, meat, and other projects and they do an excellent job of maintaining their other properties. This location is well-served by public transportation, making it convenient for the housing development as well." (*Monica and Dan Loos, written comments*)

"We live within an easy 10-minute walk to the proposed store, which will allow us to cut down on the number of car trips we make for grocery shopping. When we lived in Southern California for two years, we were able to walk and shop at a Whole Foods store. When we returned to SF, we were disappointed that we could no longer walk to a quality full service grocery store to do our grocery shopping. Because there are other Whole Foods Markets in the City, we do not believe the store will attract shoppers from other neighborhoods." (*Ray and Lorraine Lucas, written comments*)

"The Stanyan Street location will draw walk-in customers from the neighborhood who now have to drive to get to a supermarket." (*Stanley Mandell, written comments*)

"The closest one-stop store is now Lucky store at Masonic and Fulton. This means driving to the other side of the pan handle when we should have a similar store in our own neighborhood, and shop local." (*B. Martin, written comments*)

"It would be a welcome option to shop at a store that reflects the perceived and actual nature of the Haight/Ashbury reputation. Both the organic nature of the products sold at Whole Foods along with the ability to leave our car at home would benefit both the neighborhood and the city of San Francisco, which embraces a 'Green' lifestyle." (*Christopher Martin, written comments*)

"Other than travel out of town, the only time we take our car out of the garage is to drive to a full service grocery store such as the Whole Foods in Pac Heights or Andronicos in the Sunset. With the addition of a Whole Foods on this site, we will not need to travel by car to do our grocery shopping." (*Deborah Martin, written comments*)

"Since the closing of the grocery store several years ago, I have been forced to drive out of the neighborhood to do my grocery shopping. It is inconvenient to say the least." (*Carolyn Short McKenna, written comments*)

"Whole Foods on Stanyan will fill that void and will be accessible by public transportation and by walking. With three other Whole Foods stores in the city, there is absolutely no reason to believe that the store will somehow become a magnet for shoppers from other neighborhoods or that traffic will become unmanageable." (*Steven Mitchel, written comments*)

"We are a family of four and try to make both small [and] large changes to be responsible inhabitants of this earth. To that end, we are a one-car family, ride Muni daily, and try to do as much of our shopping as possible within walking distance. The idea of being able to walk to Whole Foods to shop for my family is thrilling." (*Lida Morgenstein, written comments*)

"People in this neighborhood are thrilled to have a quality, organic-oriented market within easy walking distance. You might think that people would be concerned about the traffic situation, but in fact their response is (a) 'there was a supermarket there for years [and] years, and the traffic was manageable,' and—more importantly—(b) 'I plan to walk there, not drive.'" (*Ann Morris, written comments*)

"The study found a less-than-significant increase in traffic to the project site. For myself, I will decrease traffic in that area, because I will walk to do my grocery shopping.

"In addition, the project sponsor provides more parking spaces for residents and the grocery store than required by law.

"If Cala would have been a viable grocery store, the traffic then and with the proposed retail space should be the same. A lot of people didn't use Cala, instead they used their car to go grocery shopping." (*Doerte Murray, written comments*)

"I'm looking forward not to drive to get my groceries, but to walk over there, so I am—and I know a lot of other neighbors, too, they will actually have reduced car traffic on Haight Street and in the neighborhood." (*Doerte Murray, public hearing comments*)

"We are 14-year homeowners in the inner Sunset and would welcome the opportunity to have such a great, established company within walking distance." (*Laurie Nelson, written comments*)

"From my reading of the EIR, it is clear that there are no significant negative impacts in terms of traffic congestion, which would be my biggest concern as a neighbor. For all these reasons, we urge approval of the proposed development. Thank you for consideration of our views." (*Teresa Olle and John Comerford, written comments*)

"I am writing to let you know that I support the draft EIR findings for the 690 Stanyan St. Project for a variety of reasons. First, the study found a less than significant traffic increase to the project site. Anecdotally I can see where this would be the case. I currently drive to the Market Street Safeway, Whole Foods on Franklin Street, or Andronico's on Irving Street. With the addition of a grocery store to the neighborhood that provides the caliber of products that Whole Foods purveys, I would walk rather than drive to the store. As a rule I prefer to walk rather than drive. Unfortunately we do not currently have a sufficiently high quality store in the neighborhood to enable this. I would imagine that a number of others in our neighborhood would also walk rather than drive given the 'Whole Foods' on Haight Street option." (*Laura Onopchenko, written comments*)

"It will also decrease the need for driving to other neighborhoods and be a convenience for those who can walk. In addition it will benefit many seniors. Maureen would frequently accompany her grandmother residing at Haight and Clayton to Falletti's (now Lucky's at Masonic and Fulton). Walking to a high quality market such as Whole Foods would have substantially improved the quality of her life. We believe the store will substantially improve the character of our neighborhood as well as the quality of life in the Haight." (*Robert H. Pantell, MD, written comments*)

"I support the prospect of a full service store in my neighborhood. It will allow me to do my grocery shopping on foot (now I have to drive out of the neighborhood to do so) I also feel that the presence of Whole Foods in that location will impact traffic on that intersection any more than the Cala store did." (*Erwin Pirolt, written comments*)

"...we will no longer have to get into our cars and drive to grocery markets in outside our neighborhood. I would argue there will be a net decrease in traffic by adding Whole Foods because the new grocery store would draw pedestrian shoppers from several neighborhoods." (*Jeff Ridgeway, written comments*)

"I try to shop locally, drive as little as possible and walk when I can. However, there are no full service supermarkets within walking distance so I wind up driving to Diamond Heights, Trader Joe's, or the Richmond Safeway when I need heavy, bulky or canned goods. While I try to make do shopping at the small neighborhood grocery stores they are actually more expensive than Whole Foods and don't always carry what I need. Help people get people out of their cars. The people in the Haight want to walk. Traffic (and air quality) will be no different than when Cala was there. In fact, this process assures that. Many people are excited about the possibility of walking (like in Europe) to do their shopping." (*Elsa Rosenberg, written comments*)

"...and provide residents of the Cole Valley, Haight Ashbury, and Inner Sunset with a grocery store within walking distance, thus eliminating the need to drive to grocery stores in other neighborhoods and relieving the congestion on the roads." (*Angelika Ryan, written comments*)

"Not only will my family not be driving across town for our grocery needs, but we will be on foot more times than not. I am sure this will be the case for many of my neighbors. Vehicle traffic with the proposed Whole Foods project should not be significantly different than it was for Cala Foods." (*Laura Sanchez, written comments*)

"The EIR study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment." (*Steven Scheer, Cameron Shaw, and Alicia Snow written comments*)

"We live on Belvedere St. and already routinely walk to the Wells Fargo at Cole and Haight. I will either walk or bike to this store if built. That will be much better for me and the environment rather than I driving my car to Safeway as I often do now." (*Martin Schneider, written comments*)

"When construction is completed and Whole Foods opens, people in the neighborhood will find it easy to walk to the grocery store, or get there easily by public transit, which is what we did when we had a Cala Foods Market at the same location. I and my neighbors are currently forced to use our cars to shop in other neighborhoods. Many trips in our private cars will be eliminated by the completion of this project." (*Richard Shadoian, written comments*)

"It is on loads of bus lines. I personally don't own a car. I would walk to this facility." (*Rosemary Southwood, public hearing comments*)

"I understand that there are concerns regarding traffic in the area, but I believe that the in/out of whatever parking would be included could be engineered to minimize traffic back-up on Stanyan. I think the model used at the Albertson's (now Lucky) on Fulton could work with Whole Foods, so that cars coming in and out of the parking area would do so onto side streets, rather than onto Stanyan itself. As it is now, I drive 10 to 15 minutes each way, once or twice a week, to get from the Inner Sunset to the Whole Foods on California Street. I also believe that being able to walk to a Whole Foods market would increase the property values in this area. I find that people in San Francisco appreciate being able to walk, rather than drive, whenever possible. I am currently able to walk to Andronico's, but the prices are much higher there than at Whole Foods, so I drive, both for the quality and the lower prices." (*Kimberley Spears, written comments*)

"It would be wonderful to have a full-service grocery store that I could walk to in my neighborhood." (*Megan Strahm, written comments*)

"As someone who does not own a car and likes to shop locally, I look forward to shopping at a quality, large-scale grocery store." (*Susan Strolis, written comments*)

"At present, our family drives to much more distant stores for groceries, and this project is close enough for us to either walk, or drive a much shorter distance. The project's location in a dense, easily walkable neighborhood and close to transit makes it ideal. Traffic at this location will be no worse than the traffic associated with the prior Cala Foods." (*Michael J. Sullivan, written comments*)

"In fact, environmentally, it would be a great way to reduce gas emissions because I and the entire neighborhood could walk to Whole Foods rather than drive to other locations for a full-service grocery store." (*Shelly Sutherland, written comments*)

"The amount of parking on the Cala site has been criticized. While I am not fond of excessive automobile use, it is necessary to recognize that some parking is necessary in order for the project to work. Furthermore, many families must use a car to transport their groceries and, if they are to do so, it is better that they do so within the neighborhood rather than travel long distances to supermarkets outside the neighborhood." (*Stephen L. Taber, written comments*)

"With a full-service store as proposed we can walk, bike, drive or take muni to this great neighborhood location and not have to go to other neighborhoods. Having less than full-service will demand that we go to multiple locations for needed items. Since this location was a grocery before I applaud bringing in a grocery store again. It will mean we can once again shop in our neighborhood instead of traveling to other parts of the city for all of our needs. This project is not just about groceries but also about providing needed housing for our desirable neighborhood next to the park. Those lucky residents will be able to walk to get their daily groceries as well as to go to the park. Parking not just for residents of the proposed building but for grocery customers and bicyclists is a great positive with no negative environmental impact on the neighborhood." (*Kathleen Volkmann, written comments*)

"The nature of the store will encourage a lot of foot traffic for grocery shopping that is now relegated to automobile trips to Lucky's, Safeway, Molly Stone's and other Whole Foods." (*Rob Weaver, written comments*)

"It will serve to provide a fine entrance to G[olden] G[ate] park and provide a very necessary service for the neighborhood, which desperately needs a full service grocery of this caliber within walking distance of an ever increasing elderly population I pride myself on never driving for my errands in the City, but I have to make an exception for groceries. With a neighborhood store such as Whole Foods, I could make trips more often and be able to carry what I buy without a car. Walk in our neighborhood any day of the week and you will see this mix and we are desperately in need of such a grocery store within walking distance." (*Ruth E. Wheeler, written comments*)

"Please log my support for this project to move forward in its current scope. Having a Whole Foods in this neighborhood will now mean I can easily ride my bike to my preferred grocery store—something a little out of the question now." (*Jess Wilson, written comments*)

"As to traffic and air quality: Stanyon is a busy street. There was a grocery store (Cala foods) on the site previously so there should not be 'new' impact to the streets running into Stanyon near Whole Foods. Traffic could easily be designed to go into the parking lot from Stanyon only, with a right-turn exit onto the adjacent perpendicular street. Arguably, since the closest grocery stores are in the Sunset and the

Castro, I am sure many people who currently drive to those or, even further to the current Whole Foods locations, will have shorter or fewer trips. Personally, it would be possible for me to walk either from the Muni or from my home which is currently not possible for the other two locations." (*Jill Wolcott, written comments*)

"A full service store will enable us to walk and not drive—a positive for the environment and SF traffic. Vehicle traffic at the new site should not be any different than at the old Cala Foods site." (*Kathryn Alexis Woods, written comments*)

"The new store will be within walking distance from my house, which is nine blocks away. The reason I live in the Haight is so that I can walk to do my shopping (and get a little exercise doing it to boot). This is an ethic shared by most of my neighbors. It is why we live in the city and not the suburbs. The EIR found that there would not be a significant increase in traffic to the project site, and I can assure you that this finding is correct. Many of my neighbors have been waiting and hoping that HANC would not be successful in once again keeping a decent grocery store out of our neighborhood. The leadership of HANC is more interested in supporting its crackpot political agenda with the funds it makes from a no longer needed recycling center than supporting what the Haight residents truly need and want. The residents of the Haight will use their cars less, because they will not drive to Trader Joes on Geary and Masonic or Safeway at the top of Portola...the new Whole Foods store will be good for the environment. And remember, the site used to be Cala Foods, so the project will not impact air quality to any greater degree than the previous use did." (*David Zuckerman, written comments*)

Response 1.5—Trip Reduction

The commenters express support for the project and believe that the project will reduce personal vehicle trips to shop for groceries. The scope of the EIR did not include an analysis of potential transportation mode shifts compared to current travel behavior, so there is not existing quantitative data to support this assumption. Discussion of the project's transportation impacts is included in this document beginning on page C&R.95.

Comment 1.6—Blight Improvement

"Anything less than a full service store will have significant negative environmental impacts: the lot will remain a blight on our neighborhood for years to come while it languishes in redesign." (*Julia Avramides and Myron Jones, Rhonda Clark, Sam Gabrielli and the Gabrielli Family, Steven Gwozdz, James Hansen, Pemberton W. Huddleston, Denise Lapins, Michael Sullivan, written comments*)

"If this project is not approved, this corner will remain a blight on the neighborhood and continue a very unappealing atmosphere at a major entrance to our beautiful Golden Gate Park. In addition, an empty lot becomes a gathering place for people who are loitering and possibly engaging in undesirable activities." (*Lorraine Rorke Bader and J. Lani Bader, written comments*)

"Anything that can be done to speed this project up and get us a grocery store, and get rid of the blight, should be done [as soon as possible]. The argument that Whole Foods is the wrong one is just ridiculous—there is no one else. Let's not embarrass ourselves by having a dilapidated street corner for the next decade—let's show the neighborhood that when given such a waste of space, we put politics aside and get a tenant in.

"Not to mention any less time with the blight there is great. We walk by with our kids to the park and it is usually a pretty bad scene now with the fence up and all kinds of people hanging around." (*John Banczak, written comments*)

"Having a quality store like Whole Foods move into the area will provide a much needed face lift to the upper end of Haight St which is in a disgraceful condition. Whole Foods' arrival will catalyze much needed improvements in the surrounding area (e.g., entrance to [Golden Gate Park]) as well as eliminating an eyesore." (*Rachel Bordoli, written comments*)

"In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco." (*Carla Borelli, Jennifer Boyd, Suzette and Jeff Clarke, written comments*)

"Aesthetics: the DEIR notes that the project 'would have a less-than-significant aesthetic impact' (p. 4). We agree; in addition, it will be a big aesthetic improvement over the eyesore that is the current fenced-off empty lot and boarded-up Cala Foods. (*Jennifer and Chris Boyd, written comments*)

"It may also help shift the tenor at the base of Haight from a drugged-out, seedy spot to avoid to a place where more health-conscious folks will frequent. As a pediatrician at UCSF, I think this would have a positive impact on community children, and not detract from the small-shop diversity on Haight." (*Heather Briscoe, written comments*)

"Additionally, that corner desperately needs smart development, since it is an absolute blight on the neighborhood and park. Please approve this application, so that we can move forward and improve this empty corner." (*Sheila Brown, written comments*)

"The empty Cala Markets store at the corner of Haight and Stanyan has become an eye sore and attract vagrants and drug activities to that corner and the park. Having a vibrant store and residence units would drive this activity away." (*Mike Burbank, written comments*)

"I have lived...near Golden Gate Park since 1980, so am very familiar with the benefits and challenges of our neighborhood. The location in question, the site of the former Cala Foods store, is an example of the challenge, as it was an eyesore even before Cala closed.

"If this project is not approved, the corner will remain a blight on the neighborhood." (*Martha Campbell, written comments*)

"The fact that the portal to one of the world's great parks is framed by a fast food restaurant and a parking lot that fronts a shabby vacant building is a scandal. The proposed project goes a long way toward mitigating that situation." (*John Cate, written comments*)

"When Cala foods departed a potentially blighted space in the neighborhood materialized. The EIR report concerning the 690 Stanyan Project was a favorable statement from the [P]lanning [Department] and should be supported to remedy this situation and create a positive environment at the Stanyan/Haight intersection." (*Arlyne Charlip and Steven Blumlein, written comments*)

"The drug, homelessness and 'derelict' problems at that end of Haight Street are overwhelming. As a woman, I often feel frightened and intimidated by the aggressive and offensive actions made by this group of people to me directly on the occasions I walk there to pick up dinner at the (great) restaurants like Siam Lotus, Citrus Club, Cha Cha Cha and Alembic. I am ashamed to bring visitors to San Francisco to this area of my neighborhood. The presence of a Whole Foods in the proposed location will greatly benefit the majority of renters and owners who live in Haight Ashbury and Cole Valley: good people who respect their property and their neighbors and who strive to create and enhance a wonderful environment for all. We care about our homes and our neighbors, and we support our local businesses. The corner of Stanyan and Haight is currently an eyesore and the drug-dealing is a health and safety hazard, especially for the families with young children in the neighborhood. Whole Foods will be a welcome and preferred solution." (*Rebecca Chatfield-Taylor, written comments*)

"Anything less than a full service store will not serve the needs of my neighbors or myself, and will result in this lot remaining empty and a blight on the neighborhood." (*Deborah Chiarucci, written comments*)

"This location—Stanyan and Haight—is a central spot in our city with tourists, residents of a very busy neighborhood, employees and students of UCSF, USF, and St. Mary's regularly passing through. It's been a real shame to have this space essentially unutilized and an eye sore for the past few years. The addition of housing and a grocery store such as Whole Foods would dramatically improve the situation." (*Janna Cordeiro, written comments*)

"...and hopefully would help clean up the gate to Golden Gate Park, which currently I would never walk through because it is unsafe." (*Erica Desouza, written comments*)

"I believe the old Cala Foods was a blight on the neighborhood, supplying a good deal of the liquor the vagrants and transients consumed at the entrance to the park. Walking our children through that 'gauntlet' was always a challenge, what with the foul language and dangerous atmosphere—and it still is today, even with the increased SFPD presence." (*Daniel Donahoe, written comments*)

"We see the project, as proposed, as representing a significant private investment bolstering past public spending that is at significant risk of being ineffective if not bolstered with private spending. I am referring to the significant public expenditure on the Gateway to Golden Gate Park as well as the Children's Playground. If you Google the gate and the playground you can find significant feedback from families that they love the new playground but feel unsafe passing through the gate surrounded by people who are often threatening to families with children via pit-bulls and frequent drug usage. The neighbors feel very optimistic that the proposed development would help to curb this element. The significant expenditure on the Entry Gate has been rapidly wasted as the area is treated abusively by this loitering contingency." (*Stouffer Egan, written comments*)

"A large fenced parking lot in front of an empty grocery store is an eyesore to residents of the neighborhood. Large vacant buildings can become a slow spreading cancer to the commercial and residential viability of an neighborhood." (*Richard Ensor, written comments*)

"Also having a responsible corporate neighbor in Whole Foods might help diffuse the transient population that congregates at the main entrance to Golden Gate Park. This rotating group of 'camping' teenage runaways, drug users, and homeless, deters us, and others, from using our best entrance to the Park (Sharon Meadow, the Carousel, Play Ground, etc.). Since we have a young child, we usually go around this area, as we'd rather not expose them to, or have to constantly explain why the people there regularly exhibit aberrant, and often lewd behavior." (*M. Whitney Gilkey, written comments*)

"We look forward to constructive use of what previously was a derelict corner of the Haight, and feel that it will significantly improve the Alvord Lake entrance to the park." (*Joe Goldmark, written comments*)

"Second, the lot as currently vacant creates a blight in the neighborhood, creating an array of local community and environmental problems, including trash, hazardous materials and conditions, and increased vehicular traffic as residents must drive much further than necessary to get to a full-service grocery store. These problems would only increase and expand if the lot remains vacant for years to come without an active, retail operation in this location." (*Steven Gordon, written comments*)

"The upper end of Haight Street has been a playground for troublemakers, criminals, and drug dealers for too long, and I believe this is a critical first step towards cleaning up our neglected neighborhood and the adjacent Golden Gate Park entrance. By having a responsible, active, and community supporting tenant occupying the old Cala Space, Whole foods will be aiding the city by upgrading and maintaining cleanliness and security in the area." (*Steven Gwozdz, written comments*)

"The project represents a great step forward for what should be a landmark corner of our neighborhood. As you may know, this street corner and entrance to Golden Gate Park has long been blighted by drug trafficking. Even when I walk with my three year old daughter in a stroller, I am often propositioned by drug dealers. I look forward to a day when families can safely shop for groceries at Whole Foods and the drug trafficking moves away from the entrance to the Park." (*James Hansen, written comments*)

My husband and I have lived in the neighborhood for ten years and own property just two blocks away from the development site on Stanyan Street. The corner of Haight and Stanyan has been on our minds most of the time we have lived here. We walk our dog daily in Golden Gate Park and visit the Children's Playground and the museums often. We usually enter the park at the Haight Street gate, which, as everyone knows, needs some serious help. The Stanyan/Haight intersection has been unattractive for as long as I can remember. And even the Park and Rec[reation] Department's improvement efforts with new stone gates and new landscaping have helped little." (*Katie Hansen, written comment*)

"A Whole Foods in the Upper Haight would not only be extremely convenient, but it would spruce up an intersection that has come to be associated with public urination and flagrant drug sales. Please know that I, and many residents of 94117, would welcome this new business to our neighborhood." (*Claire Hargrove, written comments*)

"Additionally, it will do wonders for that particular corner of Haight Street. The current gateway to the Haight is, to put it kindly, a blight. The sooner we can reinforce the neighborhood with a positive and helpful business like a full-service, organic grocery store, the better. I look forward to the construction of the new Whole Foods.

"And I look forward to my neighborhood feeling even more like home." (*Jason Headley, written comments*)

"The neighborhood should welcome something at that sight which has been a blight for quite a while." (*Fred and Kathe Hodgson, written comments*)

"Leaving it instead as a direction less empty lot for years to come benefits only the users of HANC's Heroin ATM, a facility which pathetically masquerades as a needless recycling center on my street." (*Thomas Hutson-Wiley, written comments*)

"It is of great importance that the project is implemented in its entirety. Any diluted outcome will only add insult to injury to a neighborhood that badly needs projects like this. A partial implementation will discourage future projects and lead to a further deterioration of Haight/Ashbury. The current 'wasteland' on Stanyan and Haight Streets give you a nice picture of what may come otherwise." (*Philip and Mekhala Inghelbrecht, written comments*)

"The current state of 690 Stanyan is an unsafe corner. As a woman, at night I avoid walking by the corner. When the parking lot (an eyesore) is not in operation, it becomes an abandoned corner that invites the homeless and people involved in the area's rampant drug trade to take over the space." (*Tana Johnson, written comments*)

"The development will [revitalize] that corner of the Haight, and also the surrounding neighborhood, in a positive way, both visually and with the added residences.

"The current lot is a blight on our neighborhood and it's time to move forward now.

"We strongly support the full project without further delay." (*Thomas Johnson and Dennis Plesea, written comments*)

"Whole Foods will fit right in to the beautiful corner that is such an eye sore at the moment.

"In addition, the health department or someone should take a closer look at Alpha Market on Cole and Parnassus...nasty and run down such a bummer. Make it happen." (*Elizabeth Link Koch, written comments*)

"Also, as a parent, that intersection becoming a hub for drug users worries me." (*Jeanne Lewis, written comments*)

"The abandoned Cala building and adjacent parking lot is an eyesore and a waste of valuable space." (*Stanley Mandell, written comments*)

"The fact that this corner has been an eyesore for so long is indefensible given the high traffic and visibility of the location." (*Deborah Martin, written comments*)

"That corner has long been an eyesore and blight on the neighborhood, despite the fact that Cala Foods was a fairly busy store, open 24 hours, with car traffic coming in and out of its lot at all hours.

"For 17 years I have observed how that combination (fewer shops and no residents) turns that block into a thoroughfare to the park as well as a safe haven for loiterers and vagrants." (*David McLean, written comments*)

"I also think that the many apartments that this project includes looking over Alvord Lake, the Planning Department thinks this is the gateway for us to get into Golden Gate Park. I never use that entrance because it is just a rat-infested area with drug dealers hanging around there, and so if the more eyes and ears we have there watching over Alvord Lake, we might be able to do something." (*Doerte Murray, public hearing comments*)

"The entrance to Golden Gate Park would benefit from foot traffic to a Whole Foods store and new apartments. Too many neighborhood residents like myself purposely avoid the end of Haight Street and the Park entrance because it is overrun by drug dealers and vagrants. I cannot walk my children past open drug deals and so I often avoid that entrance and must drive instead of walk to another entrance. The presence of commercial foot traffic and new apartment residents will help tip the foot traffic balance away from the drug trade and more towards the residents of the neighborhood.

"The Upper Haight has languished despite added police patrols. Neighborhood merchants have been unwilling to invest in the Upper Haight because they face an unending battle to hose down their downways, clean graffiti and persuade panhandlers and open drug users to move out of their doorways. This intractable situation ultimately results in residents and businesses like Wells Fargo and Cala Foods fleeing the neighborhood. Upper Haight neighbors now must buy basic foods elsewhere. I believe we should welcome Whole Foods into the Upper Haight and congratulate it for its courage in opening a store in a neglected and blighted corner of this city. Virtually every of the city's neighborhoods has improved its commercial traffic, appearance and quality of life in the last 15 years—except the Upper Haight. I fully support Whole Foods as I believe it will improve our neighborhood's basic services, improve foot traffic and catalyze a long overdue neighborhood renaissance." (*Aidan O'Connell, written comments*)

"Another bright spot for us is that prospect of improving the corner of Stanyan and Haight streets. Right now, and for as long as we've lived here, the blight of that corner detracts from what should be a gracious entrance to the city's crown jewel—Golden Gate Park. A mixed use development has the potential to bring much-needed vitality to the area." (*Teresa Olle and John Comerford, written comments*)

"Secondly, the corner of Stanyan and Haight should be a landmark corner welcoming visitors and residents alike into Golden Gate park. Converting the current derelict lot to a multi-use building with a renowned anchor tenant is a huge step forward for this site. Any reduction in scope would undoubtedly causes delays that can be measured in years and in the meantime this corner will remain a major blemish on the local environment" (*Michael Gerrity, written comments*)

"Regardless, I would support the addition of some clean and well-maintained retail operation to help give some life to that part of Stanyan Street. Unfortunately, that part of GG Park is not always the most looked after. A well-lit environment would do a lot to improve the neighborhood." (*Tom Ortenzi, written comments*)

"Further, and even more importantly, this type of development of Haight Street will help reduce the severe and obvious problems with drug use in the Lake Alford area at the east end of Golden Gate park. In a nutshell—the more eyes there are on that area and on Haight Street in general— and the more that Haight Street will not look like or feel like it welcomes this kind of blight activity, thus keeping it in check. Sadly, as it stands now, although I live only about 6 blocks from Haight St—I will not go there because it is filthy and, bluntly, filled with drug addicts." (*Gabriel M. Ramsey, written comments*)

"It will not only restore an important but vacant and long-blighted corner to a sense of vibrancy..." (*Sheila Riley, written comments*)

"The project would eliminate the homeless congregation area." (*Angelika Ryan, written comments*)

"If this project is not approved, the corner will remain a blight on the neighborhood." (*Justine Sarver, written comments*)

"The site proposed for this mixed-use building is currently a total eye-sore. It's just adding to the grungy, dirty, unwelcoming feel of that area of our neighborhood. Lots of tourists enter Golden Gate Park at the end of Haight Street and that spot is not the best example of what our city has to offer. I believe the proposed building would really help clean the area up a bit and provide much needed larger-scale grocery shopping for area residents." (*Courtney Schar, written comments*)

"The area at this intersection is somewhat blighted now and this change will improve that situation." (*Chet Shannon, written comments*)

"It may in fact reduce crime, loitering and drug activity at what could be a gateway to Golden Gate Park. This is a win-win for the city and the neighborhood.

"The net result will not create a negative environmental impact for San Francisco. Please approve all entitlements for this important project as soon as possible." (*Joe Sherman, written comments*)

"I never use that entrance to the park. \$2 million was spent on renovating that entrance to the park. It is still full of drug addicts. You walk your children down that hill to the little pond there, you will see drug deals, I guarantee, 24/7. You will find needles in the grass. You'll find human excrement in the grass.

"I ask you to please approve this project. Let's get community back in the Haight. Let's get real people living there, people who want quality of life." (*Rosemary Southwood, public hearing comments*)

"It will be good for also Alford Lake which is fraught with a lot of open-air drug dealing. I've been doing community service at Alford Lake for over a year, and I know that once there are residents and pedestrians and shoppers, the whole area will improve a lot.

"This vacant lot is a blight on our neighborhood and anything you can do to approve and move this project forward can be nothing but good for the Haight." (*Susan Strolis, public hearing comments*)

"Also, I run by the proposed site to get into the park and would be delighted to see that area of the neighborhood cleaned up so I felt safe.

"I'm very concerned with leaving this area empty on Haight [and] Stanyan. It can only deteriorate more if we leave it empty for much longer." (*Megan Strahm, written comments*)

"As someone who participates in a monthly volunteer clean-up of the Alvord Lake area, I know that a greater presence of shoppers and residents will help improve this entrance to the park. I cannot imagine that the drug dealers will feel as comfortable with their selling when there will be more folks utilizing this area again." (*Susan Strolis, written comments*)

"I guess that HANC's aim in opposing Whole Foods at the corner of Haight and Stanyan is to be sure that the landscape in our neighborhood remains as grungy as possible. Whole Foods will do so much to environmentally elevate the entrance to GG Park, which belongs to all the citizens of San Francisco, not just the grun[dge] factor. Besides being a very needed business in our neighborhood, and that corner being very much in need of clean up, speaking specifically to the environmental impact, this plan is tailor made for this corner. It totally fits with the other neighborhood businesses and the growing families and elderly that actually live in the houses here." (*Ruth E. Wheeler, written comments*)

"...get rid of the blight that is there now please." (*Dennis Wolframski, written comments*)

Response 1.6--Blight Improvement

The commenters express general dissatisfaction with the current conditions at the project site and anticipate a positive effect from the proposed project on the Alvord Lake area. The comments are noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 1.7--Support for Whole Foods as Tenant

"I live...in the Upper Haight, and have for 19 years. I support the Whole Foods project on Haight Street." (*Dennis Aftergut, written comments*)

"I was thrilled to learn that a plan to build a Whole Foods supermarket at Haight/Stanyan is in progress and am writing in support of the project, based on the findings of the environmental impact report. It appears to be a responsible project that will provide a much needed improvement to the Haight Ashbury neighborhood.

"I support the proposal to construct a full-service Whole Foods supermarket at Stanyan [and] Haight. A full-service supermarket will not only meet the needs of the Haight Ashbury neighborhood, it will serve the residents of the panhandle, inner sunset, and nearby areas. As it is now, many of us have to drive to the supermarket, sometimes across the city, to find healthy, organic foods. We could alleviate this problem and environmental impact by having a full-service, healthy supermarket conveniently located on Stanyan street.

"I am in full support of this project and appreciate the time and effort dedicated to making this an environmentally responsible project that will provide a wonderful service for the neighborhood." (*Kimberly Allyn, written comments*)

"What is up with the HANC trying to thwart the progress of a new Whole Foods at the corner of Haight and Stanyan? I don't know what they're 'clinging' to, but this is ridiculous. This upcoming project is probably the best thing that's been proposed in the neighborhood for decades. God forbid we have a nice, clean, fabulous grocery store to replace the old Cala (not to mention the additional housing.). Would they rather have the old Cala back with a wasteful parking lot? I don't get it." (*David Ames, written comments*)

"This note is to emphasize the vital role that the Whole Foods store will play in our area. With the increasing prevalence of health issues and the need to address these with better and wholesome nutrition, we really need a grocery store in the area that address this need." (*Madhu Anand, written comments*)

"I am very supportive of this project in its current scope. The neighborhood needs a full-service grocery store in this location. Whole Foods will be a welcome addition. There is no reason to believe that it will impact the environment any more than Cala Foods did at this location." (*Heather Anderson, written comments*)

"I am all for Whole Foods in the Haight, Case # 2006.0460E, in [its] current scope. I have lived in or close by this neighborhood since moving to San Francisco in 1964. I've seen a lot of changes and this would be a change for the better and a good entrance to Golden Gate Park." (*Karen Anderson, written comments*)

"I am writing as a homeowner in Cole Valley to let you know how excited I am about the Whole Foods Market that is proposed for the corner of Stanyan and Haight. Local options for grocery shopping are Non-Existent in our neighborhood and Cole Valley / Upper Height desperately needs a full service grocery store. Whole Foods is a wonderful market... There was a Cala Foods in the space before and there are plenty of Whole Foods Markets throughout the City of SF so I don't think the market will do anything other than provide the necessary amenities any good neighborhood needs." (*Austin Andruss, written comments*)

"I am writing you this email today to ask you to pass the 690 Stanyan St project (Whole Food Store). I am a home owner, a mother of 3 small children who are all under the age of 3 and go across town to grocery shop at Whole Foods. I would like to see our neighborhood get a grocery store that I can walk to and has great quality food that is organic.

"I want to keep this email short but would like to reiterate that this neighborhood would greatly benefit [by] Whole Foods com[ing] to the 690 Stanyan site." (*Kristine Anthony, written comments*)

"I own property [on] Page Street. I've owned that property for a number of years.

"I feel that the project be a welcome addition to the neighborhood. Unlike many of my neighbors, I feel it is an attractive, interesting design and I welcome that. And I believe the Brennans are good neighbors, and they've—they are working to satisfy the needs of the neighborhood." (*James Assing, public hearing comments*)

"I'm writing to voice my support for the 600 Stanyan street project in its current form. I live within 1 1/2 miles of this location and would be a regular shopper at any market that opened in that spot. It's been way too long since we had a market there and Whole Foods has shown to be a positive member of the communities they operate in. Furthermore, the Haight, just like SF can always benefit from more housing stock." (*Richard Ault, written comments*)

"I am contacting you to urge you to approve expeditiously the development of the Whole Foods store at Haight and Stanyon. My husband and I must now shop at Andronicos or drive longer distances to other markets. We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood." (*Julia Avramides and Myron Jones, written comments*)

"We support the combination of housing and Whole Foods store in its current scope and size. This corner is a beautiful location and will offer many people a place to live that is pleasant and close to transportation and other services and shopping. To do less would take away from the benefit we see in this complex serving our neighborhood." (*Lorraine Rorke Bader and J. Lani Bader, written comments*)

"I just wanted to email and voice my support for the Whole Foods project in the Haight. We have lived in this area for 8 years and were sad when Cala closed—we have been driving to Albertsons, now Lucky ever since. With one small child and another on the way, it would be great to get a full service store back, not to mention one that has good fresh food since there are very few options in the area." (*John Banczak, written comments*)

"I am writing to express my family's wholehearted support for the proposed Whole Foods store and housing project at Haight and Stanyan. Whole Foods will be a welcome addition to a neighborhood that is struggling to shake its reputation as a safe haven for homeless encampments and drug use.

"We currently make weekly trips across town to shop at Whole Foods markets in neighborhoods that are perceived as cleaner and safer than the Haight. We were thrilled to hear that our favorite grocery store would soon be coming to our neighborhood—not only for the convenience that it will offer us, but also for the numerous benefits to the neighborhood. We were then equally concerned to hear that the Haight Ashbury Neighborhood Council opposes this project.

"Whole Foods is consistently recognized for carrying high quality, environmentally-friendly products and for conducting socially responsible business practices. There is no other neighborhood in San Francisco where these values are more strongly upheld. And while we realize that Whole Foods will not single-handedly rid the Haight of crime and drug use, it is certainly a step towards making it a more desirable place to live. We hope you will join us in supporting the proposed Whole Foods in the Haight." (*Adrienne Bassett, written comments*)

"Thank you for taking the time (and additional time) to review comments re: Whole Foods. While I know construction can be a loud and messy for a short time, I think it is important to look at the long term impact of adding a Whole Foods Market to our neighborhood. The Haight/Panhandle/Cole Valley area is lacking a true full-service grocery store. I love my local markets for the quick/last minute items, but they don't take the place of the Adronico's I end up driving to once a week to pick-up essentials and have variety. With a Whole Foods in the area, I could walk to get these essentials.

"I also think Whole Foods provides a great variety of foods to meet the needs of our very diverse community. All in all, I think this would be a great addition to our neck of the woods." (*Monica Doshi Becker, written comments*)

"I'm writing to share my full support of the current Whole Foods project for 690 Stanyan.

"We need a full service grocery store in the neighborhood." (*Amy Blakeley, written comments*)

"As a long-time resident of the Parnassus Heights area, I am writing to support the Whole Foods market at 690 Stanyan St. Cala market was there for many years and was a great convenience to the neighborhood. There used to be a small supermarket at Parnassus and Stanyan (run by Cala, then Diamond) which is now a Walgreens." (*Alison Boeckmann, written comments*)

"I was aghast to hear that the much anticipated Whole Foods project at the corner of Haight and Stanyan is in jeopardy and am writing to throw my unequivocal support behind the full project that would include a full service grocery, housing and adequate parking to serve both.

"My husband and I live in a condo on Waller Street close to Stanyan, just one block from Haight Street. Normally, I would be opposed to any large construction project taking place near our house because I have one small child and another one the way, and noise disrupts children's day time sleep routines (if you are a parent you'll understand how critical these naps are to the whole family's sanity). However, in this case, I truly believe the benefits to the local community will be so substantial as to outweigh these personal costs. As I see it there are several benefits.

"Reduced pollution from residents of this neighborhood and surrounding neighborhoods having to drive to Trader Joe's, Whole Foods or Andronicos for their shopping. Whole Foods wouldn't want to place a store here if they hadn't got strong data to indicate that people from this zip code are driving to their other stores. For the city as a whole it thus stands to reason that the total pollution caused by driving to supermarkets will decrease as a result of this project.

"We'll also have easier access to a wider range of fresh produce, meat and fish than we do currently, which will be good for peoples' health." (*Rachel Bordoli, written comments*)

"When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment." (*Carla Borelli, written comments*)

"I just wanted to add in my two cents that as a resident of the Corona Heights/Ashbury neighborhood, that I am in full support for a Whole Foods at Stanyan and Haight, I hope that you will see this as a positive improvement to our community." (*Peter Born, written comments*)

"I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population." (*Jennifer Boyd, Karen Brant, Amanda Clarke, Suzette and Jeff Clarke, Kelly Deasy, Gregor Ehrlich, Lorrie French, Erika Gliebe, Matt Gliebe, Marilyn Incerty and Kenny Schauf, Sam Jackson, Jona Jones, Rachel Cummings Klein, Sarosh D. Kumana, Molly P. Linehan, M,D, Leah Palmer, Anthony Philip, written comments*)

"I'm writing in support of the Whole Foods Market at 690 Stanyan Street in the Haight-Ashbury community where I've been a resident for 30 years. The environmental advantages of this project far outweigh any disadvantages; and the precedents for large and full-service stores are in neighborhoods all over the city. The inclusion of housing makes this project especially desirable.

"...Instead of 'stocking up' on groceries, fruits and vegetables, I can shop more often and avoid the food waste that I have now.

"And finally, this market will provide for better health and nutritional opportunities for all residents. Besides high quality and fresh produce, fresh fish will be available, as well as prepared foods for some of us too busy to cook. Whole Foods is a healthy alternative to McDonald's and Dunkin Donuts which is

across the street or a half block away and definitely part of the environment." (*Joan Boyd, written comments*)

"I am writing to confirm my support of the building of a Whole Foods Market at 690 Stanyan St in the full scope [and] size proposed. As it stands, I drive to Rainbow for organic produce, and get other groceries at local [markets] or Andronico's ([which] has a pathetic organic produce selection)." (*Heather Briscoe, written comments*)

"My husband and I have lived in the neighborhood of the Haight since 1984. We are wholly supportive of the full scope of the proposed mixed use project at 690 Stanyan Street.

"As an active person in the community I, Cheryl Brodie, first met with the developer in the Fall of 2005. In 2006 [and] 2007 I was honored to have been a two term president of the Haight Ashbury Improvement Association—a joint merchant and resident association formed early in the 1900's and incorporated since 1950. We have enjoyed an open and cooperative dialogue since that first meeting regarding this project with the developer and the architect. Our conversations have fruitfully produced many of the changes apparent in the design. HAIA's general membership meetings that addressed Whole Foods as the subject were quite enthusiastically attended by the neighborhood—over 70 attended our July 2006 meeting and over 120 attended our October 2007 meeting—the enthusiasm was apparent in presence and comments.

"My husband and I were quite very pleased to note that the EIR found insignificant environmental impact. We support wholeheartedly the addition of a full-service grocery with high quality goods within walking distance to a dense urban neighborhood; the addition of rental units to our housing stock and adequate parking to accommodate residents and patrons. Please vote affirmatively for the full scale of this project so that this vibrant and vital project may move forward and begin to enhance our neighborhood as expeditiously as possible." (*Cheryl and Steve Brodie, written comments*)

"I'm writing to support the Whole Foods Project at 690 Stanyan, case number 2006.0460E. It was too bad that the full service grocery store that was at this location closed, and I support having a full-service Whole Foods store on the site. The store will be an excellent addition to the neighborhood, and will improve the west end of Haight Street and the eastern entrance to Golden Gate Park. I do not believe that there will be any adverse environmental consequences resulting from this in-fill project." (*Timothy Brown, written comments*)

"Our family of four lives in Cole Valley...I have attended a couple of neighborhood meeting about the proposed Whole Foods project at 690 Stanyan and want to let you and the city know that we are very supportive of the proposed development at its current size and scope. I will be traveling on the 28th and unable to attend the EIR Public Hearing" (*Mike Burbank, written comments*)

"Whole Foods Market is attractive to me because of the high quality and variety of the food they carry. In addition, I have shopped in a number of Whole Foods stores, and find that they are consistently well maintained--a big plus for our neighborhood and for this location in particular.

"This project to develop 690 Stanyan Street is an excellent proposal for our neighborhood, and I support it in its entirety. In particular, I support the combination of housing and a Whole Foods store in its current scope and size." (*Martha Campbell, written comments*)

"As a resident of the Inner Sunset, I wholeheartedly support the plan to build housing/Whole Foods Market at the corner of Haight and Stanyan. We would love the addition of a great market to the neighborhood." (*Sheila Brown, written comments*)

"This letter is in support of the Whole Foods residential housing project at Stanyan [and] Haight streets." (*Charles Canepa, written comments*)

"As a local Haight-Ashbury home owner and working mother of two small children and I am writing in full support of the Whole Foods/ Housing Development EIR draft. With two children under the age of two, the last year and half without a full service grocery store within walking distance has been a huge inconvenience.

"Commercial vitality at this end of the park is absolutely critical and having listened closely and cautiously to Whole Foods plans and intentions, I feel confident that this company and this development as envisioned would be important additions to the neighborhood." (*Minnie Carroll, written comments*)

"We would like to encourage you to approve the application for the construction of the Whole Foods Market at Height and Stanyan.

"We deserve this level of quality store in our neighborhood and we encourage you to approve the application." (*Howard and Kristina Case, written comments*)

"I am writing in full support of the Whole Foods Development project on Stanyan St. As both a physician and a neighbor, I think this is a very good addition to our environment. This full service store will allow many residents to avoid driving long distances for their grocery needs. In addition, we have excellent public transportation in this area, which will allow outlying residents to travel to this central location easily." (*Deborah Chiarucci, written comments*)

"My wife and I very strongly support the Whole Foods planning application.

"Since the closure of Cala Foods, we have no full-service supermarket in the area, and now have to travel a considerable distance to do our weekly food shop. We badly need a good market in the local area, and if Whole Foods are the only interested company, then we fully support them. I am a senior citizen and increasingly dependent on local services." (*Maurice Conlin, written comments*)

"I am writing in strong support of the proposed Whole Foods store to replace the closed Cala Market at the corner of Stanyan and Haight Streets. My husband and I have lived in the Haight for 23 years and raised our three children here. Although I was not a great fan of the Cala, the loss of the neighborhood's only full-service market has been a hardship.

"As I mentioned, I have already chosen to shop at Whole Foods. This is because of their commitment to locally grown produce, sustainable farming and fishing practices and their commitment to their local communities. My kids have enjoyed choosing which San Francisco service organization to support with the credits we receive for bring our own bags. I drive past the Whole Foods on Franklin and California because, while it carries most of the core Whole Foods merchandise, it is small and crowded. A Whole Foods of adequate size would be a significant asset to our neighborhood and a real improvement to the 690 Stanyan site that everyone could use and enjoy, from local people doing their weekly marketing to families picnicking in the park.

"My husband, Paul Volberding, would write his own email in support but he is currently traveling. Thank you for registering the comments of two long-time residents of the Haight." (*Molly Cooke, written comments*)

"Whole Foods is an excellent grocery store providing a wide variety of quality fresh vegetables and fruit, every day and gourmet groceries, and other household and beauty products. A Whole Foods just opened up a few blocks from my office in Oakland and we regularly grab lunch from their salad or soup bars or have sandwiches made. Additionally, tourists visiting the park would benefit from a quality store where they could get drinks and picnic supplies to spend time in our wonderful Golden Gate Park." (*Janna Cordeiro, written comments*)

"I'm a resident that lives close to the proposed Whole Foods/Housing proposal for 690 Stanyan. I have looked over the EIS and totally support this project as it is presented in the EIS. A good number of new housing units are proposed, and the improvement that will be made to what is a very significant corner will be substantial and is certainly needed. The inclusion of the full-service Whole Foods is a very necessary addition to the neighborhood, as this will allow my wife and I to walk to get everything we need—currently we drive. This is a dynamic and exciting part of the city, and the need for a complete grocery store is very real." (*Tag Cummings, written comments*)

"I have lived in the area for 25 plus years. While I regret the loss of Cala Mkt. where I regularly shopped, I am entirely in favor of the plan for a Whole foods Mkt. and housing. Most of the HANC people basically miss the sixties, but things are different now and they do not speak for me or most of the neighbors. Please approve this sensible plan." (*Gordon Cutts, written comments*)

"As a resident of Ashbury Heights I would like to say that I am strongly in support of the Whole Foods on Stanyan Street." (*Erica Desouza, written comments*)

"As a resident of Cole Valley, I'm writing to express my wholehearted support of the Whole Foods Market/Housing Development project at 690 Stanyan Street in its current scope and size. This project is just what the neighborhood needs on a prominent corner of the city." (*Hilary Dessouky, written comments*)

"I am writing to lend my full and unconditional support for the new Whole Foods development at Stanyan and Haight Streets. My wife Alexis and I have been property owners a few blocks away from the site for over a decade, and residents of the neighborhood for over 15 years. We have experienced many changes in the neighborhood over these years and believe the proposed Whole Foods development brings the most positive one to our neighborhood in all of this time." (*Daniel Donahoe, written comments*)

"As a [local] resident, I am writing in strong support of the development of Whole Foods Market on the corner of Haight and Stanyan." (*Carolyn Egan, written comments*)

"...my family and I are very active in environmental issues and understand Whole Foods to be the most responsive and progressive grocer in America to the important issues that impact our environment. Whole Foods [is] more conscious and responsive with regards to promoting and using more locally sourced products thereby reducing carbon prints from food products. This will become a significant issue to us all in the coming years and it is important that we consider the positive EIR findings as well as the positive [e]nvironmental record of the proposed tenant vs. the poor comparative records of alternative grocery tenants. Whole [F]oods also has the best ratings in the industry for R&D that yields the best

ratings in 'goods density' in the store which gives consumers more products with less space and energy usage as well as using the most environmentally friendly policies in bag usage, refrigeration and other important issues." (*Stouffer Egan, written comments*)

"As a [local] resident...I am writing to express my support for the proposed 690 Stanyan Street Mixed Retail/Residential Project now being reviewed by the Planning Department. This project will in my opinion have a positive environmental impact in the neighborhood in many ways.

"...here is a chance to have it be the site of a dynamic new full service grocery store and 62 residential units. Both of these are sorely needed in the community. Having a new and prospering retail operation and 60 units of housing opposite the entrance of the crown jewel of the San Francisco park system is only a positive." (*Richard Ensor, written comments*)

"We are a family of five living in the Inner Sunset and we are in favor of the proposed Whole Foods project." (*Stacy Fuchs, written comments*)

"I'm writing to urge you to please support the full development (grocery, housing, adequate parking) of the Haight/Stanyan lot. We desperately need a full-service grocery store such as Whole Foods in the area. There is no place, currently, to buy all the necessities one would need to care for your family on a daily basis.

"I am a 12-year resident of the Haight-Ashbury and we've never had a good grocery store here (Cala was sorely lacking, with expired food [and] bad produce). Having no grocery store is even worse, however." (*Christina Ganjei, written comments*)

"I am writing to express my full support for the proposed Whole Foods Development at 690 Stanyan. I have reviewed the Environmental Impact Report thoroughly and believe that on a macro level the document provides a fair assessment and a generally positive endorsement for the development.

"Firstly, our neighborhood needs a full service grocery. Anything less will mean my family will continue to have to drive out of the neighborhood on a regular basis for our groceries – and with 3 young children those trips are very frequent. The developer & Supervisor Mirkarimi have made clear that virtually all major grocers were approached as possible tenants and only Whole Foods expressed a viable interest. In turn Whole Foods has stated that reductions to the amount of store space provided would cause them to withdraw from the project. A reduction in scope is therefore tantamount to no full service grocery in the neighborhood." (*Michael Gerrity, written comments*)

"I would like to go on record as stating that I support the proposed store as I feel it would be a good fit for the neighborhood.

As a regular Whole Foods shopper, I usually drive to the store on Franklin, or by my work in the East Bay." (*M. Whitney Gilkey, written comments*)

"I have just heard that the Haight Ashbury Neighborhood Council is opposed to the Whole Foods and Housing project proposed for Haight and Stanyan Streets. Case #2006.0460E. I don't know a single person in the neighborhood who is not looking forward to having the Whole Foods Store just a couple blocks away.

"I can't understand why HANC is so opposed to the project. I have lived in the Haight for 35 years and as I recall, HANC was always opposed to any project that would be an improvement over what was there before. I hope you will approve the project as quickly as possible.

"I live just two blocks from the corner of Stanyan and Haight.

"I am writing to voice support for the Whole Foods and housing project at 690 Stanyan. I have lived two blocks away from the site for 35 years.

"I think the 690 Stanyan project offers needed housing, a great and 'good neighbor' kind of food store and parking. These are all things we need. Furthermore, that particular corner is a difficult location and it is my understanding that no other organization is interested in locating there. I think we are very lucky that Whole Foods is willing to locate there and their presence at that corner will have a very positive influence on our neighborhood. Right now and when Cala was there, that corner was a kind of derelict hangout—an ugly blight.

"I really want to see Whole Foods move in and I'm sure that any traffic and other problems can be mitigated by negotiating with the designers of the project and working out solutions. Please approve the EIR and let them move forward to the next step." (*Carole Glosenger, written comments*)

"I'm here to show support to the Whole Foods project on that corner. I've lived in the neighborhood for 35 years and I know a lot of neighbors, and I don't know anyone who isn't totally supportive of this project.

"And so—also, that corner is a difficult corner and we're just very glad that someone like a wonderful company like Whole Foods would like to take on that difficult space and create something, and also we need the housing. And so I—I can't—I can't say more in favor of this project. And I know I speak for quite a few of my neighbors, so I'm urging you at this time to vote that the EIR is passed and, you know, give us our Whole Foods store." (*Carole Glosenger, public hearing comments*)

"We at Amoeba Music are very pleased with the current EIR and hope that the project can move forward as outlined. We feel that Whole Foods is the perfect tenant to replace the previous Cala Market, and as we understand it they won't come if the project is scaled back. We see no drawbacks to the proposed size, and think that the project will improve the neighborhood in many ways." (*Joe Goldmark, written comments*)

"I am writing to show my support for the full scope of the proposal to place a development that includes a Whole Foods at Stanyan and Haight. As a resident of nearby Delmar Street, I see a number of very important benefits to this project ranging from the obvious convenience of having a full service store in the neighborhood to potentially reshaping the character of a main entrance to Golden Gate Park.

"The city needs housing and this neighborhood needs a viable grocery store to serve a large, diverse population.

"With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers.

"In addition, there is reason to believe that the proposed development would have salutary effects on the neighborhood." (*Alexandra Robert Gordon, written comments*)

"I wish to add my full support of the draft EIR findings for the 690 Stanyan St. project. As a home owner and resident of the neighborhood I can attest the benefit of a full-service, state-of-the-art quality grocery store in our neighborhood. I enjoy frequenting local, small, family-owned corner markets for commodities designed for immediate use. Yet, for more long-term, staple item shopping, a retail market of high quality would enhance the local shopping experience, lending itself to decrease automobile usage and increased neighborhood stature. When I first heard of the possibility of a Whole Foods entering our neighborhood I jumped for joy. I love my neighborhood and only wish to see it improve. Please allow this project to see itself through." (*Dawn Gross, written comments*)

"We recently purchased our home on Oak Street. When I heard that there was potentially a Whole Foods Market going in, I was excited not only because Whole Foods is my grocery store of preference, but also because their stores generally represent an improvement in the neighborhood. Whole Foods stores are synonymous with the principals that I feel are alive and important in San Francisco-community, environment, integrity and quality.

"My family is supportive of the project in its current scope and size based on the EIR report. We feel that it is better for the environment when we don't have to drive across the city to shop for food." (*Karen Growney, written comments*)

"In addition, a Whole Foods store would be positive addition to the neighborhood, while an empty lot is an invitation for a myriad of problems.

"I hope that you are able to see the many beneficial attributes that a Whole Foods Market would bring to that location. Thank you for your time and consideration in this matter. (*Karen Growney, written comments*)

"As a seven year and a half year resident of The Haight, I strongly support the Stanyan Street Whole Foods / Grocery Store project in its current scope and size. The Haight Ashbury Neighborhood [Coalition] does not represent me or my views on the project.

"My wife and I have pride in our neighborhood and want to spend our money where we live rather than travel by car to other areas of the city for our necessities as we are forced to do now. The project represents a great step forward for what should be a landmark corner of our neighborhood. This is a badly needed service for me and my family who need a broad and deep selection of groceries, diapers, household necessities, and prepared foods to compliment our regular trips to Gus and Georgia and Haight Ashbury foods. We miss the convenience and selection of Cala Foods and are excited at the prospect of supporting two grocers in the neighborhood as we used to do prior to Cala Food's closure.

"Anything less than a full service store will have significant negative environmental impacts..." (*Steven Gwozdz, written comments*)

"As a long term Haight Ashbury resident, I strongly support the multi-use development proposed for Haight and Stanyan, including Whole Foods, housing and parking for both.

"Also the proposed development will help revitalize a neglected corner of our neighborhood. Please approve this project and do all you can to expedite its completion. (*Deborah Hall, written comments*)

"I am writing to support the opening of a Whole Foods market in the former Cala site across from Golden Gate Park's Alvord Lake.

"It is ridiculous that there is any opposition to this very much needed and welcome neighborhood amenity." (*Douglas Hall, written comments*)

"I write to support the proposal before the Planning Department to allow Whole Foods to move into the old Cala Foods space on Stanyan Street. I own a TIC unit...two blocks away from the proposed site and think Whole Foods would be a great asset to the city and neighborhood. I live in Ashbury Heights...and welcome the high quality produce that Whole Foods would bring to the neighborhood.

"I am very supportive of the project in its current scope and size." (*James Hansen, written comments*)

"I read through the draft EIR for the Whole Foods/Housing development at 690 Stanyan, and I want to express my strong support for the proposed density and scope of this project. I applaud the dual

components of both housing and a full service grocery store and the underground parking for shoppers and residents. This urban density of city dwellers and city shoppers, these two distinct uses, will bring a lively urban character to this prominent corner and to the entry area of Golden Gate Park. Not only will Whole Foods grocery store be a major addition and resource for hundreds of neighbors in the Haight Ashbury, Cole Valley, Parnassus and Inner Sunset neighborhoods, but also a visible one-stop grocery store for hundreds of park visitors that come into GGP at its eastern edge for events, activities and picnics.

"I totally support the full array of studio, one-bedroom and two-bedroom units, as well as the inclusion of affordable units.

"The photo renderings of the project in the draft EIR helped me envision the impact of this development on Stanyan Street. It may be in the eye of the beholder, but I think the new proposed development fits seamlessly in the blockscape, and it is a ten fold improvement over the former Cala big box plus parking lot scheme. I urge you to approve the draft EIR and move forward with this project." (*Jane Turner Hart, written comments*)

"I am an Upper Haight resident living one block away from the proposed site for the Whole Foods at 690 Stanyan, and I want to let you know that I am in support of this development project—the full project that includes a grocery, housing units, and parking for both. (*Ellen Hathaway, written comments*)

I am writing in support of the potential Whole Foods/Housing development at 690 Stanyan. I think the project (in its current size and scope) would be a great step forward for the neighborhood." (*Amy John Headley, written comments*)

"I just wanted to drop a quick line to express my support for the Whole Foods on Haight Street. Currently, my wife and I do our major shopping at the Whole Foods on California and/or the Whole Foods South of Market. It would be great for the neighborhood, and our driving habits, to have a grocery store of this caliber within walking distance of our home. (*Jason Headley, written comments*)

"We support Whole foods coming to 690 Stanyan. I current drive to the one on California as they have an excellent choice of organic foods, not currently available on our neighborhood." (*Fred and Kathe Hodgson, written comments*)

"I would like to express my wholehearted support for this project in its current scope. The neighborhood, especially the immediate blocks adjacent to the planned Whole Foods site needs a viable grocery store to serve a large, diverse population." (*Richard Hsu, written comments*)

"Please know that Whole Foods is a must in our neighborhood. I am a mother [in the area]. We need a fresh produce place in that corner, and more than anything we need to clean up Haight Street. Thanks for allowing a permit. (*Maca Huneeus, written comments*)

"I live in the neighborhood and do as much of my food shopping as I can locally. But frankly, I'd do more if there were a Whole Foods in the neighborhood. I drive to their 4th Street facility but would be much happier if they were closer. Also, I'd be more likely to do other shopping on Haight if I knew I was already going to Whole Foods. Currently I never frequent Haight because I have no shopping needs there so I just drive through it. Even though I grew up locally, and enjoy some of the reminiscing of the 60s in this neighborhood, I think it's time to upgrade some things so that more revenue can come in and evolve to the current times.

"I hope this goes through." (*Barbara Hurtig, written comments*)

"This e-mail is to show my support for the building of a Whole Foods on the corner of Haight and Stanyan.

"[We've lived in the area] since 2005 and are writing you in support of the Whole Foods grocery/housing/parking project on Haight and Stanyan Street. It is currently categorized as case# 2006.0460E." (*Philip and Mekhala Inghelbrecht, written comments*)

"I support opening a Whole foods store on Stanyan and Haight." (*Andrea Jacoby, written comments*)

"We live near the proposed Whole Foods development at 690 Stanyan St.... and would like to voice our strong support for the draft EIR findings for the project. Our neighborhood desperately needs a full service, state-of-the-art quality grocery store." (*Bryn Jedlic, written comments*)

"I am in support of the Whole Foods and housing project at 690 Stanyan. A full service neighborhood store is needed in the Haight Asbury area. It would improve the quality of life of the residents and the people that visit the neighborhood to enjoy Golden Gate Park and the surrounding areas." (*Tana Johnson, written comments*)

"As a resident in the Upper Haight for over 12 years, we are writing in for full support of case number 2006.0460E, the full service Whole Foods and residential project...

"Our neighborhood is lacking a full service grocery store now that Cala Foods has departed." (*Thomas Johnson and Dennis Plesea, written comments*)

"As a Cole Valley resident I strongly support the Whole Foods Market to be built at 690 Stanyan. We are very much in need of a full service market in the neighborhood since Cala Foods closed. Our neighborhood needs a full service market with a broad range of products and food choices to serve the local neighbors. There are a number of small mom-and-pop grocery stores in the area but they are unable to supply the full grocery needs of the many households in the neighborhood. We primarily shop at these small stores for milk, bread, and other day-to-day needs." (*Susan Karp, written comments*)

"I am writing you to voice our support for the Whole Foods project at Haight/Stanyan.

"My family has moved to Cole Valley from Ann Arbor, Michigan about 3 1/2 years ago, and we love the neighborhood—but feel that it really needs a great market like Whole Foods.

"In general, we feel it would be great for the neighborhood." (*Christopher Keane, written comments*)

"I cannot believe there are voices against [this project].

"I absolutely support the idea of whole foods at location of past Cala foods. We need food store such as Whole Foods in the area.

"Any other ideas such as residential lots or anything like that do not have any sense.

"We need quality store in the subject area. Myself and lots of people around feel void after Cala foods disappeared.

"Another aspect: Whole Foods will undoubtedly improve, enhance the area." (*Anthony Klinger, written comments*)

"I am a San Francisco native and resident on Waller Street between Shrader and Cole. My husband and I bought a condo here and love the neighborhood. We are in full support of the Whole Foods market and housing project.

"We now have a 7 month old daughter and it is a real shame and ultra extremely inconvenient to not have a clean full service grocery store in our fabulous neighborhood. It is so difficult to get around with a newborn baby in general- getting to a grocery is one big pain in the ass. Driving there, parking, dealing with the car seat and the stroller. I either have to go to Bryans, or Cal Mart over in Laurel Village which is basically no where near where we live or Andronicos in the inner sunset. It really sucks that all we have are small not the best quality markets around. Whole Foods is amazing. Best quality foods, produce, prepared foods everything. When condos are 1 million dollars there should be a [decent] grocery store." *(Elizabeth Link Koch, written comments)*

"Whole Foods is the kind of grocery store that many in our area would favor, as there are a lot of health and environmentally conscious people here who want to be able to buy the quality organic and natural meat, poultry, seafood, produce and dairy products, etc. that Whole Foods Markets purvey. I believe it would thrive." *(Andrew Kubersky, Marita Kubersky, written comments)*

"In addition, Whole Foods is a large proponent of the international push to eliminate use of plastic bags globally. This is definitely an initiative that the city should support in businesses that want to expand in our city. Whole Foods also hires locally and definitely supports the communities they operate in.

"Thank you for you adding my vote in support of this project. Now, let's get it built." *(Connie Kullberg, written comments)*

"I am writing to express my full support of the residential/Whole Foods Market plan (case 2006.0460E) at 690 Stanyan Street." *(Denise Lapins, written comments)*

"I'm a local Haight-Ashbury resident and businessman. I am writing this in support of the Whole Foods/Housing Development EIR draft.

"Our neighborhood well suited for a relatively high density housing/commercial plan. We are well served by public transportation, and [therefore] we are the kind of neighborhood that is suited for this kind of multi-use development. The plan is definitely smart growth." *(Norman T. Larson, written comments)*

"I am writing to express my support for the proposed construction plan at the corner of Haight and [Stanyan] (Case Number 2006. 0460E). I believe that the addition of a Whole Foods Market will have many positive impacts on the neighborhood, including an environmental benefit." *(Ilse Larson MD, written comments)*

"I am writing in support of Case Number 2006.0460E, the full service grocery store (Whole Foods). I am a resident of the Haight Street area and feel very strongly that a project like this will greatly improve the neighborhood." *(Emily Leahy, written comments)*

"We are long time (23 years) homeowners in the neighborhood and are thrilled at the prospect of a Whole Foods Store at the old Cala site." *(Margo Leahy, written comments)*

"I think Whole Foods is a good choice because it has many organic choices and gives back to the community. Also, housing is always needed and I think the site would be good for that as well." (*Kristy Leffers, written comments*)

"I'm writing in support of building a Whole Foods grocery on the corner of Stanyan and Haight Sts. We are a one-car family and we rarely drive." (*Jeanne Lewis, written comments*)

"We are writing to express our full support for the Whole Foods/Housing project in its current scope. As residents of Haight-Ashbury we are in favor of having a full service grocer in this neighborhood, something we lack." (*Monica and Dan Loos, written comments*)

"As a long-term resident..., I urge you to support the proposal by Whole Foods. The neighborhood desperately needs a proper supermarket and the site is an ideal one." (*Arthur E. Lyons, written comments*)

"I fear that if this project does not go ahead soon Whole Foods might pull out and then the process to find another market will begin all over again." (*Stanley Mandell, written comments*)

"I am in favor of the Whole Foods project at Stanyan. The closure of Cala, a one-stop grocery store is a major inconvenience for the neighborhood." (*B. Martin, written comments*)

"As a homeowner in Cole Valley, I am writing to express my support of the Whole Foods project at Stanyan [and] Haight. Specifically, it is clear the neighborhood, as it continues to grow and flourish, will benefit from a full service food provider such as Whole Foods. As a family, we are confident the project will be a welcome addition in services provided and a great addition to the overall nature and feel of our historic neighborhood." (*Christopher Martin, written comments*)

"There is an obvious need for this project, and from all reports, Whole Foods has endeavored to work with the city and its future neighbors to benefit all involved.

"As a proud resident of Cole Valley, I am happy to voice my support for this project." (*Christopher Martin, written comments*)

"I firmly support the building of the proposed Whole Foods and associated housing as a positive development on this site, and look forward to the positive impact it will have on our neighborhood." (*Deborah Martin, written comments*)

"As a homeowner in the Inner Sunset for 25 years, I fully support the Whole Foods Market project in its current scope and size for 690 Stanyan St. The project represents a great step forward for what should be a landmark corner of our neighborhood." (*Judith May, written comments*)

"Whole Foods is a well-established company with an excellent reputation, and we are fortunate that they are willing to go through the approval process so they can locate in our neighborhood. They have also been very willing to incorporate the suggestions of the neighbors into the design. We are pleased with the outcome. The Whole Foods business practices and philosophy will bring high quality, fresh foods to a location within walking distance of my home. I am looking forward to using my cart again." (*Carolyn Short McKenna, written comments*)

"I am writing to state my strong support for the proposed Whole Foods and residential project at 690 Stanyan. I am both a resident of the area and a neighborhood merchant. I own Alembic, a restaurant one block away from the proposed project (1725 Haight) and Magnolia, a restaurant and craft brewery a little farther down the street (1398 Haight at Masonic). I [have lived in the area for 13 years]. Throughout this time, I have come to know many fellow Haight residents, both as neighbors and as customers of my businesses. I think that the combination of these experiences gives me a unique perspective on life in the Haight and the ways in which the proposed development at 690 Stanyan would be of enormous benefit to the neighborhood.

"A dense concentration of residents at the park end of the block (in the proposed 690 Stanyan project) would single-handedly add vitality and ownership to that block and may lead to additional neighborhood-serving and resident-serving businesses at that end of Haight. In addition, having a bustling ground floor tenant in Whole Foods along the last stretch of that block, with windows looking in on the shopping scene inside, would dramatically change the overall feel of the block. The quality of shopping experience available inside, as Whole Foods is one of the better full-service grocery stores, would also draw neighborhood residents who previously stayed away from that block of Haight for all of the reasons mentioned above. I know many people throughout the neighborhood who left the neighborhood to shop rather than brave the last block of Haight only to enter one of the worst grocery stores around. That would change with the completion of this project. The second floor cafe, looking out over the park entrance, would immediately become a focal point of the neighborhood, allowing residents to truly enjoy such proximity to the City's crown jewel of parks, a feeling I know has not been felt around the Stanyan Street entrance during my time in the neighborhood.

"This is the kind of development that can completely change residents' interaction with their neighborhood in a major and positive way. As a merchant doing all I can, through my two businesses, to add value and create a better sense of community in the neighborhood, I would welcome this change with open arms. For too long I have heard the refrain that many residents actively avoid conducting their business on Haight Street. That is sad, but easy to see why. The mix of merchants leans a little toward businesses that cater to tourists and visitors to the neighborhood. A vibrant and quality-oriented grocery store at Haight and Stanyan would become an anchor that I believe would draw residents back to Haight Street and hopefully enable them to enjoy other local businesses, as well.

"Furthermore, Whole Foods itself is such a perfect choice to be that neighborhood-serving grocery store. I currently drive across town to shop at the City's other three Whole Foods and would instead walk to this one. The products available there are far superior to other stores in the city and I know many of my neighbors also find it worth a journey across town. The company has many progressive ideals and practices that seem to make it the perfect candidate for the Haight. Their reliance on 100% wind power to provide electricity for their entire company (through the purchase of alternative energy credits to offset their energy usage) is particularly forward-thinking and admirable. The openness of their company officers to enter into discussions about how to improve customers' access to local and truly sustainable products is also beyond what one usually expects from a large corporation. I try to keep sustainability at the forefront of my purchasing decisions both at work and at home and I am grateful to have other businesses, with much higher profiles like Whole Foods, out there championing that cause and educating the public." (*David McLean, written comments*)

"My name is Jeff and my partner and I live on Roosevelt Way. We are eager for a good supermarket and support this proposal. We think the contribution to the economy is vital-especially in the Haight. Please approve this project in its current scope. We need a Whole Foods on our side of town." (*Jeff Mead, written comments*)

"I am writing to you as a member of the community who is strongly in favor of the proposed Whole Foods-led mixed-use development at Haight and Stanyan. As a father...and a long-time homeowner [in the area], I would like to see the neighborhood become more family friendly. So, I'm obviously sympathetic to the idea of a full-service grocery store that people can walk to. Taking on a broader perspective, I also think the neighborhood would benefit significantly from the development in terms of new housing, quality jobs (albeit non-union) and a full-service grocery store. Whole Foods, from what I know of it, has done a good job in terms of being fair with employees and in trying to cater to local tastes. So, I'm all for it." (*Jim Migdal, written comments*)

"I am writing on behalf of myself and my husband, Jason Misner, regarding the proposed Whole Foods/Apartment complex at Haight and Stanyan.

"First and foremost, we would like to express our support for the complex in terms of uses and size. We feel that creating a mixed-use, with the density presented in the EIR is an appropriate and positive use for that area. We are happy to have a development of this type coming into the neighborhood and feel that it will offer many positive improvements. Again, we'd like to reiterate that we support the scale and density as proposed.

"We are happy to hear that the developer is doing subterranean parking so that retail will be sidewalk level. Excellent." (*Elizabeth and Jason Misner, written comments*)

"I'm writing to you in support of the Whole Foods project at Stanyan and Haight in its current scope. Bringing Whole Foods to our neighborhood, on the site of the former Cala Foods store, makes perfect sense. Right now, there is no full service grocery store to serve our diverse neighborhood.

"The project will beautify a corner of the city that desperately needs it and will not create a negative environmental impact for San Francisco." (*Steven Mitchel, written comments*)

"After reading the Draft EIR for the Whole Foods and housing project at 690 Stanyan St., it's clear to me that a neighborhood with no full-service grocery and a significant dearth of housing stock would immensely benefit from the project as specified. I have heard nothing but support for this project from my neighbors and a wish that the city accept the full project and support it moving forward." (*Josh and Katy Mogal, written comments*)

"I'm a Cole Valley resident and strongly support Whole Foods developing a store on Stanyan Street.

"Our neighborhood needs a grocery store." (*Lida Morgenstein, written comments*)

"I am a 9-year resident of the Inner Sunset; my home is about 8 blocks from the proposed Whole Foods market on Stanyan Street. I am also Supervisor Mirkarimi's block captain for 5th [and] 6th Avenues, and thus I know my neighbors well and often have the chance to discuss neighborhood issues with them. Support for the Whole Foods market is overwhelming." (*Ann Morris, written comments*)

"Whole Foods' ethos fits the neighborhood well, and the store will likely become a much-needed hub for the neighborhood. Certainly the Whole Foods will contribute more than an empty parking lot on a (currently) not-so-lovely stretch of Stanyan." (*Ann Morris, written comments*)

"According to the California Beverage Container Recycling and Litter Reduction Act, Whole Foods has to provide buy-back opportunities for bottles/cans they sell in the store. I do not want Whole Foods to be exempt from this obligation." (*Doerte Murray, written comments*)

"I am a native San Franciscan and have lived in Cole Valley for over 20 years. We need a large but not too large grocery store in our neighborhood. The small corner foodstores are great for convenience but we need a total grocery store with the basics and variety. People will walk and drive for a large shopping to a Whole Foods but that's the same as it was when Cala was there.

"(I wish it were Trader Joe's because the prices are better).

"Now we have to drive to Safeway, Molly Stone's or Albertsons to get to a full service store. Please take all the people living in the area into consideration." (*Laura Myers, written comments*)

"I am writing to support the Whole Foods Development on Stanyon and Haight Streets. I have lived in the Haight / Cole Valley neighborhood for 20 years and strongly support a development that will serve neighborhood residents and will be an improved use for the corner location. There are a number of reasons why I support this development.

"My family and I support our local neighborhood markets (Cole Hardware, Alpha Market, Real Foods, Pharmaca, etc.), and will continue to patronize them. That said, our neighborhood is shortchanged by not having a full service grocery. Currently, we need to use our car to make many basic purchases, whether at a Safeway in the Castro or Diamond Heights, or at a more far-flung Whole Foods. With a full service market close by, we can walk, bicycle or catch a bus part way home, reducing the environmental and traffic impacts of not being in close proximity to a full service grocery store.

"The fact that the portal to one of the world's great parks is framed by a fast food restaurant and a dirty parking lot that fronts a shabby vacant building is a scandal. The proposed project goes a long way toward mitigating that situation. The use, a full-service grocery is a very positive one and the Whole Foods operation is well run.

"Anything less than a full service facility, or the project as presently sized will not be successful or beneficial for the neighborhood residential community. This project as presently conceived offers a huge improvement in service levels for the neighborhood.

"The neighborhood needs the City to support its long term residents and families with the basic amenities, conveniences and services that will keep it a strong neighborhood into the future. Our neighborhood lacks adequate access to full service grocery stores. Here is a location, at Stanyon and Haight, that can accommodate this important service, is in an existing retail/commercial area, is well served by public transportation, has good access and is close to residential neighborhoods—and customers. A full-service grocery store will be a good neighbor to surrounding businesses and a real positive addition to the neighborhood.

"Please support the Whole Foods development and do not destroy it by changing the project scope. The neighborhood and residents need a quality operation and a full-service store.

"Thank you for your support. I ask the City to support its long time residents and families by supporting this project." (*Jeanne Myerson, written comments*)

"I'm writing in support of the Whole Foods development project (case 2006.0460E). This project, as currently planned, would be a benefit to the Haight, as well as neighboring communities such as mine (Inner Sunset) as it would provide a much-needed and desired "healthy" grocer to the area. Our family of four will definitely spend more time (and money) in the Haight when this project is completed—not just at the market, but restaurants and other establishments as well." (*Kevin Neeson, written comments*)

"Yes, please—this neighborhood is in need of a market so please proceed with the plans to put a Whole Foods in on Stanyan St." (*Laurie Nelson, written comments*)

"This is to express my strong support for the concept of a grocery store/market/Whole Foods establishment accompanied by residential facilities above to be located on Stanyan, Haight and Shrader streets.

"Last, HANC has no interest in the welfare of the community at large but only its own agenda, which must be benefited for its representatives to support any project." (*Benito Noyola, written comments*)

"I am writing to the planning department to express my full support for the proposed Whole Foods Market/Housing development at 690 Stanyan street. My support is based on several foundations:

"The neighborhood needs a full-service grocer. Whole Foods has the broadest range of food merchandise that I have seen in the city's grocers. Furthermore, Whole Foods has a much overlooked private label line that is actually cheaper than traditional grocers such as Safeway. This is not a premium yuppie grocer. It is actually a wonderful retailer that meshes its environmental values with an effort to deliver excellent food at affordable prices.

"Lastly, I believe that Whole Foods is among the most enlightened corporate citizens in this country. One has only to engage any of its employees in conversation about their company to recognize that Whole Foods values would be a refreshing new addition to the Upper Haight." (*Aidan O'Connell, written comments*)

"My husband and I heartily support the proposed Whole Foods development on the corner of Stanyan and Haight streets.

"We have lived in the neighborhood since 2003, and love the character of the small businesses in Cole Valley. In fact, as parents of young children, we have appreciated how many amenities are walking distance from our house—restaurants, coffee shops, yoga studios, car repair service, pet supply stores, pharmacies and high-end wine and cheese boutiques. However, the one glaring exception is the lack of a full-service grocery store. We relish the idea of not having to drive to shop—we have been looking forward to buying one of those carts to schlep our groceries up the hill." (*Teresa Olle and John Comerford, written comments*)

"I live on...Stanyan Street and often pass by the old site of Cala Foods on Stanyan and Haight. I'm not too familiar with all of the plans for the location (have heard rumors about Trader Joe's, and other stores). I understand that Whole Foods is considering it as a site. I would be in favor of that, especially since I could stop in on my way to/ from the N-Judah line." (*Tom Ortenzi, written comments*)

"Our family (myself, Maureen Shannon, Matthew Pantell age 24, Gregory Pantell age 21, Megan Pantell age 20) has resided in the Haight Ashbury for over 15 years following four generations of Maureen's family who built [housing] and resided at Haight and Clayton Street for four generations. We strongly support a Whole Foods Store at Haight and Stanyan. This will greatly enhance the quality of life in the neighborhood as well as provide a much needed full service food market." (*Robert H. Pantell, MD, written comments*)

"My name is Erwin Pirolt and I have been a 30 year resident of the Haight Ashbury district. I'm writing this letter in support of the proposed project of having a Whole Foods Store with parking and housing on the site of [where] Cala Foods used to be located." (*Erwin Pirolt, written comments*)

"Whole Foods is a store I would like to see in my neigh[b]orhood, because they are a high quality enterprise that will improve the quality of life for many of the people who live here.

"Again, I fully support the project as many of my neighbors do. Please be considerate of my wishes." (*Erwin Pirolt, written comments*)

"We are writing to share our comments regarding the proposed development at 690 Stanyan Street. Please share our comments with the Planning Commission and the rest of the Planning Department staff.

"We enthusiastically support the inclusion of a mixed retail and residential project at this site, and believe that adding a full-service grocery store like Whole Foods at this location will greatly benefit our neighborhood." (*Emelia Rallapalli and David Driver, written comments*)

"I am writing to let you know that I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. I currently live in the Haight/Ashbury—Cole Valley neighborhood. I adamantly believe that these neighborhoods urgently need the Whole Foods project and projects like it, in order to provide positive benefits to the people who live in these neighborhoods (such as myself) and to stem the urban blight that has threatened Haight-Ashbury and Cole Valley for a number of years. These neighborhoods need intelligent development, such as the Whole Foods project, to ensure that it does not simply become another depressed urban area.

"The Whole Foods project meets several pressing needs of the neighborhood. First, we need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population.

"These problems are directly facilitated by organizations such as the Haight Ashbury Neighborhood Council—that apparently welcome such activity. To the extent that organizations such as the Haight Ashbury Neighborhood Council oppose the Whole Foods project, and other projects like it, such organizations plainly do not represent the views and interests of the bulk of the residents of the Haight Ashbury and Cole Valley neighborhoods. Their day has passed—the face of the neighborhoods have changed. There is nothing healthy or positive about their positions in this regard. They are a vocal minority that do not represent the residents of these lovely neighborhoods.

"I will be as plain as I can be: under no possible scenario will the Whole Foods project create any negative environmental impact for the neigh[b]orhoods or San Francisco in general. This is consonant with the public interest and the interests of Haight Ashbury and Cole Valley." (*Gabriel M. Ramsey, written comments*)

"I live in Ashbury Heights...and I am very supportive of the Stanyan Whole Foods project in its current scope. This neighborhood needs a healthy and viable grocery store to serve a large, diverse population." (*Kimberly D. Richman, Ph.D., written comments*)

"Our neighborhood is in desperate need of a full-service grocery store that's why I am supporting Whole Foods development at the end of Haight Street. This much needed utility for the the upper Haight, Cole valley, Buena Vista areas..." (*Jeff Ridgeway, written comments*)

"I just want to put in my full support for Case Number 2006.0460E—placing a Whole Foods in Upper Haight on Stanyan and Haight. Currently I travel to Andronico's in the Sunset or the Safeway in the

Castro – and yes, it's inconvenient to say the least. I really believe that adding a Whole Foods to the neighborhood would truly benefit more than it would harm or inconvenience." (*Sarah Rippy, written comments*)

"I've recently heard about the opportunity for the Haight to get its very own Whole Foods. As a longtime Cole Valley/Haight resident, I wanted to voice my support for the chance to make this a reality.

"Whole Foods has a long record of neighborhood improvement wherever it moves in and this, I believe, would be no different. To fill the currently empty lot with a diverse, healthy market in the very spirit of San Francisco would be a blessing. It would also provide much needed housing and neighborhood beautification to an area which desperately needs it." (*Matt Rivitz, written comments*)

"This is to register my support of the Whole Foods Project on Stanyan at Haight Street. It has been supported by the neighborhood through all the planning phases, with appropriate critical input provided at key points. It would be a very important addition and improvement to the health of the neighborhood, providing not just housing and solid development, but a neighborhood supermarket where there once was an important one. Please support this project going forward." (*Karen Rose, written comments*)

"This is to register my support of the Whole Foods Project on Stanyan at Haight Street. It has been supported by the neighborhood through all the planning phases, with appropriate critical input provided at key points. It would be a very important addition and improvement to the health of the neighborhood, providing not just housing and solid development, but a neighborhood supermarket where there once was an important one.... I continue to support this project." (*Ronald Rose, written comments*)

"I live at Clayton and Carl, and love Whole Foods. I regularly drive to the Whole Foods on California and Franklin to shop. From the first moment I heard that Whole Foods might move into the Cala site, I was delighted. And the idea that extra housing would be included in the project is an additional plus. I can't imagine a better addition to Haight Street. I wholeheartedly support this project and urge its approval. I even like the original design." (*Susan Rosen, written comments*)

"I am a longtime resident of the Haight (since 1979) and native San Franciscan...I support the draft EIR findings for the project at Stanyan [and] Haight, that includes a Whole Foods supermarket for the following reasons. Having a solvent chain store that is still somewhat socially responsible (like Whole Foods) is what is needed in this neighborhood. We've seen Real Foods reduced to corner grocery store status, no longer offering as wide a range of goods. My corner grocer buys from the larger chains (and marks it up double); he says he can't afford to stock organic produce (too small an operation). I will continue to shop there in emergencies, but it's always been too costly for regular weekly shopping. It's ironic that the people opposing this development would really be supported in their opposition by the larger chain stores we all have to shop at now, by car. I will send a copy of this to the Planning Dept., but please register my support for this project—finally, something that will benefit a large number of us. Please don't let the very vocal minority stop this project that would help so many without negative effect to the environment." (*Elsa Rosenberg, written comments*)

"We find the proposed project to be architecturally attractive and in keeping with our neighborhood's tradition of innovative thinking and artistic expression. The addition of tasteful residential housing fills a need in an area that on one hand has experienced neglect of unattractive properties while attractive housing stock is shrinking due to the many condominium conversions. The choice of Whole Foods as the anchor commercial tenant is especially attractive to us as residents. The majority of businesses in the Haight are geared toward tourists and visitors from other parts of the city. There are relatively few stores

or services that specifically serve the practical needs of residents on a regular basis. Whole Foods would fill that vacuum in a very significant way while, at the same time, offering prepared foods and other items of interest to tourists and neighborhood visitors. We appreciate the consideration of the Planning Department and hope you will agree to move the project forward in a timely manner." (*William D. and Katherine Bird Rothrum, written comments*)

"Just to let you know that I approve the present scope of the Whole Foods project at Stanyan and Haight Street. Our neighborhood has been lacking a full-service grocery since Cala Foods disappeared, and the EIR suggests that the conceived project will work well." (*Elizabeth Rotter, written comments*)

"I would like to add my vote. I wholly support the Whole Foods project at Stanyan. Please, allow me a moment of your time to explain the reason why I support this project. When Cala closed we lost a family, enough said there. Once Cala's doors shut, we also lost the comfort and convenience of having a full stock store in our neighborhood. It was useful having Cala so close. Actually, I broke open a bottle of Champagne the day Cala closed. It's called the Champagne of sadness. Mr. Wycko, Lucky is the closest full stock store. I really don't mind the walk to Fulton [and] Masonic for little things, but for full shopping it really is a burden in that I drive and of course finding a parking space upon return is a challenge. It's important to have a full stock store in our neck of the woods and what could be better than a Whole Foods. Wow, a dream come true.

"My friends and neighbors living in this community agree unanimously that housing is desperately needed in this city and I think we could probably build above the Whole Foods. Let's fight to keep our trees. Let's not ruin any more of the surrounding paradise we are so fortunate to live in." (*Lucrecia Sarita Russo, written comments*)

"I am a long-term resident and homeowner in the Inner Sunset neighborhood (UCSF area) and would like to express my support of the proposed Whole Foods project in the current scope." (*Angelika Ryan, written comments*)

"And we are very excited about this project. We're also very excited to have a new good neighbor in Whole Foods who has a reputation for doing wonderful and elegant projects." (*Patrick Ryan, public hearing comments*)

"I'm writing in full support of the Whole Foods project in its current scope and size (full service store). A full service store will improve the environmental footprint of our neighborhood and San Francisco. Anything less than a full service store will have negative environmental impacts as we and our neighbors will still be forced to drive across town." (*Laura Sanchez, written comments*)

"I am a San Francisco native of 1949 and a homeowner in Cole Valley since 1978. My family and I heartily, (almost pleadingly) support the construction of a Whole Foods Market with underground parking on Stanyan Street. We seriously need a good, convenient place to food shop." (*Janice Sanz, written comments*)

"I have lived on Grove Street near Golden Gate Park and when I first moved to the neighborhood two years ago I was glad to have a full service grocery store so close to my house, and on the way home from other shopping in the Haight-Ashbury. This project to develop 690 Stanyan Street is an excellent proposal for our neighborhood, and I support it in its entirety. In particular, I support the combination of housing and a Whole Foods store in its current scope and size. Our neighborhood could really use this

development. The availability of a full-service grocery store in our neighborhood will enable many of us to shop without getting in our cars. Whole Foods Market is attractive to me because of the high quality and variety of the food they carry. In other cities I have lived in—including places as far flung as Detroit, to California cities like Sacramento and San Diego, having proximity to a Whole Foods has always increased the chances I will eat healthier and I imagine this goes for many residents of our neighborhood." (*Justine Sarver, written comments*)

"And it is good to talk about a project that is a neighborhood businesses—neighborhood-serving business. I have spoken to this commission several times usually opposing businesses because they were usually formula businesses, retail businesses, but finally we are getting into our neighborhood a neighborhood-serving business. I know there's a lot of dispute of the size and the scope of the project, but the importance is that we're replacing a needed business as a grocery store with another grocery store. And although the size has increased, if you look at the alternatives, we have Whole Foods or the other—the alternative is—well, there are no other alternatives. That was the only grocer that wanted to be at this site. And I think as a result of that, they need a large square footage because that is the model of their business and we're adding housing. Usually housing is not a horrible thing. Usually housing is a good thing, but then there's always the comments of it is not the right housing. So what I'm saying is we're adding a needed neighborhood business and we're adding housing, and I could forgo some traffic concerns in order to have those things in our neighborhood. And I would hope that we do not lose this needed neighborhood business to promote an agenda, a political agenda. If the—if the mixture of housing is not right, then change the law. Do not use this as a political—what means to make a point. Let's get a neighborhood needed facility in the Haight. It has been a while. This is the first time we've gotten one since a bank, and I would like to see this project go forward." (*Flip Sarrow, public hearing comments*)

"Do not put through the proposed development at Stanyan and Haight without Whole Foods as part of the deal. This neighborhood desperately needs a grocery store. And quite honestly, that corner desperately needs an renovation including an influx of everyday San Franciscans who will hopefully deter the blatant drug dealing at the entrance to Golden Gate Park. It's so discouraging to be a resident—going on 10 years now—of this neighborhood and constantly be propositioned for drugs 90 yards from the police station. Sorry—I go off on another tange[n]t. We need Whole Foods." (*Robyn Savage, written comments*)

"My family lives in the Haight-Ashbury neighborhood (up on Buena Vista West). We are totally in support of the proposed Whole Foods and residential building at Stanyan and Haight. Currently I have to drive to other neighborhoods to do the bulk of my shopping. It would be fantastic if I could get all I need for my family right here in the Haight. I do support and will continue to support local specialty food shops in the neighborhood. I am a Whole Foods shopper now and still buy from neighborhood stores on an as needed basis. I would continue to do so when Whole Foods comes to the Haight. We are 100% in support of the prop[osed] development." (*Courtney Schar, written comments*)

"I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers." (*Beth Scheer, written comments*)

"I think our neighborhood will really benefit from a good full line store like Whole Foods. I like the idea of the mixed use building as I believe that is the way to keep a neighborhood healthy and alive. Please cast a positive vote for me." (*Martin Schneider, written comments*)

"I have heard that the Planning Commission is still taking feedback from the neighborhood regarding the proposed construction of Whole Foods. We are neighbors who live in Cole Valley and really, really support the creation of the store and condos. We do not have a large enough grocery store to support our neighborhood. While this construction will cause initial chaos, overall it will give a wide area access to good food without requiring us to drive to another area of the city. Additionally I will still go to my close smaller store for small purchases." (*Michelle Schorr, written comments*)

"I am a long time resident of the Upper Haight/Cole Valley neighborhood, having lived in my home on Beulah Street since 1986. I am aware of the proposal for a full service grocery store at 690 Stanyan and have followed its development closely. I am completely supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a full service grocery store." (*Richard Shadoian, written comments*)

"Whole Foods has a history of improving property values after it moves in. I would favor this store versus a low-end store (like Cala) since that store already went out of business already anyway and another one would no doubt do the same. This area does not have access to a large grocery store as the nearest store is on Fulton and M Streets. Since the proposal includes low cost housing this will help local area low income residents. I think the proposal will be a big net positive for the whole area." (*Chet Shannon, written comments*)

"I am a resident of the Haight Ashbury, having lived on Ashbury Street for 8 years. Two of my three children have attended High School at the Urban School on Page Street. I walk my daughter to school there daily. My family is very supportive of the Whole Foods project on Haight Street in its current scope. We need more housing, and this neighborhood needs a viable full service grocery store to serve the local population." (*Joe Sherman, written comments*)

"I am writing to support the idea of putting a Whole Foods grocery store in the former Cala Foods site on Stanyan Street. I can't express enough how much I would value having a Whole Foods in the neighborhood." (*Kimberley Spears, written comments*)

"I am very supportive of the project in its current scope. This neighborhood needs a viable grocery store to serve a large, diverse population. We routinely visit the Whole Foods in SOMA, Potrero Hill or on California St." (*Monette R. Stephens, written comments*)

"This is my second letter and I just wanted to reiterate my support for the Whole Foods moving into the Haight. Currently I live three blocks from the proposed project and drive to Trader Joe's on Masonic. I just received a summary from last week's Planning Commission meeting regarding Whole Foods and was pleased to hear overwhelmingly all of the positive feedback you've heard on the project. I understand that some neighbors on Page Street have some concerns re: light in their backyard and traffic on their street. Hopefully we can all work together with the neighbors to ease their concerns or adapt the project any way we can. I know that Whole Foods will benefit the greater neighborhood of Upper Haight and Cole Valley with a full-service grocery store." (*Megan Strahm, written comments*)

"I am writing to comment on the draft Environmental Impact Report (EIR) for the Whole Foods Market/Housing development at 690 Stanyan St. I am very supportive of the project in its current scope and size. I am a resident of the Haight-Ashbury neighborhood; I live on Woodland Avenue four blocks from the proposed full service grocery store. *(Michael J. Sullivan, written comments)*

"I am a resident and property owner in the Haight and strongly support the project at Stanyan and Haight Street which includes a full service Whole Foods Grocery, housing and parking. I understand that there are no detrimental effects of this concept per the recent EIR. Whole Foods cares about the neighborhood, the environment and provides high quality product so this is a company that would be a tremendous asset to the neighborhood." *(Shelly Sutherland, written comments)*

"I strongly support the approval of the proposed Whole Foods/residential development proposed by the Brennan family at Stanyan and Haight. We in the neighborhood (I have lived here since 1974) desperately need a full-service grocery store." *(Kathe Traynor, written comments)*

"We just wanted to register my approval for Whole Foods at Stanyan and Haight. It would be a great addition to the neighborhood. My only hope is that they build sufficient on sight parking and address the inevitable traffic issues that will result." *(Matt and Liz Tucker, written comments)*

"...I live in Cole Valley, (have for many years). Believe allowing a Whole Foods establishment to be developed at the Haight and Stanyan corner will benefit the neighborhood on several different levels, not the least of which is cleaning that corner up. Whole Foods is a quality and professional business, that would enhance the cache of that part of Haight Street without losing its traditional charm. I (and many of my neighbors) wholeheartedly support this project." *(Bill Villarroel, written comments)*

"I am a long time resident of the Haight (20+ years) and live on the same block as the proposed 690 Stanyan Street project. Although I have some minor concerns about the traffic that will be created by the proposed project, I strongly feel that the positive impact this project will have on the neighborhood will outweigh negative comments by me or anyone else. In reviewing the draft EIR what I am impressed by is the candor of the developer in acknowledging some negative impacts while not overplaying the positive influence the project will have on San Francisco. In a very real sense, I see the project as a core improvement to the neighborhood that will have the same type of impact that PacBell Park (now AT&T Park) had in the China Basin area. I make an immediate improvement to the quality of life and encourage other development that will pull the Haight out of the commercial stagnation that makes shopping in my neighborhood more a tourist activity than a convenience for residents.

"I see overwhelming positives in the project, including:

"Adding residential units that will not displace existing rental units in the neighborhood.

"Adding residential units that will hopefully be available for purchase, making it more likely that the neighborhood will attract more homeowners, and do so without displacing renters.

"Adding an upscale market that will have a positive impact encouraging other potential business to "take a chance" in the Haight.

"Replacing a local eyesore abandoned building with a mixed use project.

"Having Whole Foods as a joint venturer gives the business a heavy financial stake in the project, and as such motivates Whole Foods to make the business and project a success.

"Finally getting a full service market back into the neighborhood.

"Based on the similar project on Fulton (Albertson's, now Lucky's) the parking and traffic issues are manageable and not as intrusive as they appear to be at first blush.

"Whole Foods will be a good neighbor as evidenced by my personal observations of the Potrero Hill and California/Franklin stores.

"The downsides of the project are identical to any other project that anticipates demolition of the existing structure and construction of a new building. Nothing unusual in noise, dirt and construction traffic that will be exacerbated by this particular project over other projects." (*Rob Weaver, written comments*)

"The net result will not create a negative environmental impact for San Francisco. Everyone knows that Whole Foods is a high-quality, well-run operation—this is exactly what the Haight needs." (*Terry and Kelly Whalen, written comments*)

"Please let me offer my wholehearted support of the Whole Foods project at the corner of Haight and Stanyan. This is exactly the correct project for this corner." (*Ruth E. Wheeler, written comments*)

"I am a resident of the Inner Sunset (12th [and] Judah) and am in favor of the redevelopment planned at Haight and Stanyan. Having Whole Foods as a tenant is something the wider community can benefit from since the previous market closure left the area having to travel further for a full service grocery store. And Whole Foods I think better reflects and services the interest of the community if not completely the financial abilities of everyone." (*Jess Wilson, written comments*)

"I am writing in favor of the planned whole foods market and housing on Stanyan and Haight. This will bring a much needed lovely store to this area and housing. In spite of the few vocal folks that never want anything to change in this neighborhood, myself and most of my neighbors feel strongly that these people are very misguided. Please vote yes for this development and let's get started with the building." (*Dennis Wolframski, written comments*)

"I am a neighbor in support for the new Whole Foods development at Stanyan and Haight Streets. I have owned a home here in the neighborhood for over 15 years. I believe the proposed Whole Foods development brings some great new changes to the area. The old Cala Foods was unpopular, dirty and a terrible place to shop—I especially felt unsafe bringing my kids with me when I did shop there. I wanted to write and simply let you know that I am completely supportive of the proposed development in its current scope and size. Please go ahead with the full service store, we need it, we want it and it would help to give the corner of Haight and Stanyan the prominence it deserves in this great urban setting." (*Kathryn Alexis Woods, written comments*)

Response 1.7—Support for Whole Foods as Tenant

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 1.8—Other Support

"I support the draft EIR findings for the 690 Stanyan St. project, for the following reasons:

"Air Quality

"The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

"Alternatives to The Proposed Project

"Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city." (*Madhu Anand, Richard and Pam Ault, Kathryn Douglas, Lindy Fox, John Hooper, Chip Linehan, David Rumsey, Tina Sampath, Keith F. Skelly, Abby Smith, Megan Strahm, Nicholas Wickes, written comments*)

"In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco." (*Karen Brant, Amanda Clarke, Kelly Deasy, Gregor Erlich, Erika Gliebe, Matt Gliebe, Marilyn Incerty and Kenny Schauf, Sam Jackson, Joma Jones, Rachel Cummings Klein, Sarosh D, Kumana, Molly P. Linehan, MD, Susan Märsch, Leah Palmer, Anthony Philip, Kimberly D. Richman, Jeff Ridgeway, Beth Scheer, Richard Shadoian, Christopher Smolssen, written comments*)

"I think it sounds like a good idea to build a new building at Stanyan [and] Haight." (*Meghann Adams, written comments*)

"... and I do not see any downside for the project as far as parking, traffic, air quality, etc." (*Austin Andruss, written comments*)

"I'm writing to let you know, as a neighbor to this development we in support the draft EIR findings for the 690 Stanyan St. project." (*Richard and Pam Ault, written comments*)

"Here we are presented with an opportunity to make a lasting improvement in our city, and we strongly encourage the Planning Commission to approve the project now so that there are no unnecessary delays in developing the site." (*Lorraine Rorke Bader and J. Lani Bader, written comments*)

"As a resident of the Upper Haight and a neighbor of the proposed mixed-use development at 690 Stanyan Street, I wish to offer my strongest support to the project and urge final approval of the project by the Planning Department." (*Matt Bens, written comments*)

"Please help our community by moving to expeditiously approve this important project." (*Matt Bens, written comments*)

"The additional people who will live in the neighborhood as a result of the housing plan will bring more business to Haight St as a whole." (*Rachel Bordoli, written comments*)

"I am writing to express my unconditional support for Case Number 2006.0460E. My wife and I and our 17 month old son...have lived in the neighborhood for almost 4 years since we bought our apartment in 2004. We believe the neighborhood would benefit from a full service grocery and the apartments and we were pleased to see the favorable EIR that the project received." (*Robin Bordoli, written comments*)

"As a District 5 resident of San Francisco, I am writing to voice my support for the full project under review for the lot at Haight [and] Stanyan. I strongly believe our neighborhood and city will benefit from the full service grocery store, housing and new parking that the project outlines, and am encouraged by the favorable environmental impact report and outpouring of neighborhood support for the project. Please consider me a strong supporter in favor of Case Number 2006.0460E as you head into the next phase of planning discussions." (*Mikhal Bouganim, written comments*)

"I am writing to voice my strong support for the full project under review for the lot at Haight [and] Stanyan. I believe our neighborhood and city will benefit from the full service grocery store, housing and new parking that the project outlines, and am encouraged by the favorable environmental impact report and outpouring of neighborhood support for the project. Please consider me a strong supporter in favor of Case Number 2006.0460E as you proceed with the next phase of planning discussions." (*Ron Bouganim, written comments*)

"Thank you for sending us the Public Notice about the availability of the above referenced Draft Environmental Impact Report (DEIR). We read the DEIR's summary and, as residents of Cole Valley, wanted to let you know that we strongly support the proposed project, for the following reasons:

"Land use: the DEIR notes that the project 'would not constitute a significant land use impact' (p. 3). We agree; in addition, it will provide a significant benefit to local residents, because our neighborhood does not currently have a full service grocery store.

"For these reasons, we urge you to approve the project as quickly as possible. We have no affiliation with the project's sponsors or anyone else involved. We are simply neighborhood residents who want to see the space put to the best possible use, and the proposed project appears to be just that." (*Jennifer and Chris Boyd, written comments*)

"I would like to add my voice in support of the proposed development on the former Cala Foods site. As an architect who has lived in this neighborhood on Ashbury Street since 1979, I know the extreme difficulties of achieving consensus on development issues in this area. But I believe that the area is in need of a full service grocery and would be best served by approving the EIR as quickly as possible." (*Steven Bruneel, AIA, CSI-CDT, LEEDAP, written comments*)

"The city needs more housing and this project would bring more residents to the neighborhood, add jobs, add to the sales and property tax base and help the local economy. The lot has been languishing for too long already. We encourage you to approve the project." (*Mike Burbank, written comments*)

"[J]ust a note in strong support of the as proposed Stanyan/Haight project. There seems to be an effort to undermine the addition of a proper full service grocery store in our neighborhood.

"Any effort to reduce the scale of this project in an effort to omit the neighborhood serving full size grocery facility should be rebuffed and the project should be approved as currently proposed.

"[I]t seems that at the latest hearing the local group that opposes everything positive for our neighborhood (unless they get something out of it) is out to render this project DOA, please do not be

swayed by their nonsense. The only thing they would support is moving the HANC recycling center to that location.....

"The neighbors on Page St who dont want the short term inconvenience of a construction project that will so benefit our neighborhood are just self centered, they are not looking at the huge positive impact a real full service high quality organic grocer can add to our local community, plus the added benefit of more housing, it is just too good to not support....." (*Charles Canepa, written comments*)

"I have been told about the need to express my support for this project in writing.

"Our family (located [nearby]) would benefit tremendously from a whole foods in that location.

"We spend a lot of time at the park and it has been very hard not to have a full service market in the area after Cala left.

"Our family strongly supports this project." (*Laura Catena and Daniel McDermott, written comments*)

"We have both grown up in San Francisco and witnessed many changes, both positive and negative. The 690 Stanyan Project is one of the most positive developments impacting a neighborhood that we have seen in a very long time. We look forward to the new changes that will come from this development." (*Arlyne Charlip and Steven Blumlein, written comments*)

"In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco." (*Rebecca Chatfield-Taylor, written comments*)

"I just want you to know that Board of Directors of the Cole Valley Improvement Association continues to support the project at 690 Stanyan Street." (*David Crommie, Cole Valley Improvement Association, written comments*)

"As a Haight resident who has attended countless hours of neighborhood meetings focused on finding a solution for chronic drug dealing and petty crime at the Stanyan and Haight intersection, the prospect of an upscale market and 62-plus new residents at that location seems, well, simply too good to be true. I wholeheartedly support the mixed use project at 690 Stanyan, the revised design and prospective anchor tenant. Problems with the increased automobile traffic can be worked out in a number of ways. The benefit to the neighborhood far exceeds any objections revealed in the DEIR." (*Karen Crommie, Cole Valley Improvement Association, written comments*)

"I'm speaking today on behalf of the Cole Valley Improvement Association. We're 300 families located around the site in question. We wholeheartedly support this project. We looked at EIR. We don't see any substantive problems. I can't tell you how welcome this kind of project is on that particular corner. We've suffered long enough. Sometimes I think there will be something that will happen that we won't get this wonderful market and this good residential housing on that corner. And I hope that it doesn't happen. I hope someone doesn't put a monkey wrench into this. So we're wholly supportive and think the EIR is correct." (*Karen Crommie, Cole Valley Improvement Association public hearing comments*)

"I'm speaking today on behalf of the Cole Valley Improvement Association. We're 300 families located around the site in question. We wholeheartedly support this project. We looked at EIR. We don't see any substantive problems. I can't tell you how welcome this kind of project is on that particular corner. We've suffered long enough. Sometimes I think there will be something that will happen that we won't get this

wonderful market and this good residential housing on that corner. And I hope that it doesn't happen. I hope someone doesn't put a monkey wrench into this. So we're wholly supportive and think the EIR is correct." (*Karen Crommie, Cole Valley Improvement Association public hearing comments*)

"I am writing in support of the above-referenced Case No. regarding the proposed Whole Foods project located at the corner of Stanyan and Haight Streets. Please accept the draft EIR as is without further delay so that we may have a place to purchase groceries without having to rent a car or take the bus far away." (*Donna Curry, written comments*)

"I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs viable grocery store to serve a large, diverse population." (*John Dallas, written comments*)

"My wife and I strongly urge plan for a Whole Foods grocery outlet at the former Cala Market on Haight and Stanyan to be allowed to proceed." (*Ralph Daniels, written comments*)

"I wanted to write and simply let you know that I am 100% supportive of the proposed development in its current scope and size. The development represents a huge step forward for a site that has historically done nothing but enable the dark underbelly of Haight Street and the entrance to the Park. Additionally, a full service store will enable us to walk and not drive—a positive for the environment and SF traffic. Vehicle traffic at the new site should not be any different than at the old Cala Foods site. Finally, I believe that anything less than a full service store would have significant negative impacts on the neighborhood: the lot would remain the eyesore and blight that it is, further encouraging the negative element it currently attracts." (*Daniel Donahoe, written comments*)

"I support the draft EIR findings for the 690 Stanyan St. project, for all of the following lists reasons. I live on Page Street and would be thrilled to have this quality of shopping in my neighborhood. Please don't deny this progress for our neighborhood." (*Kathryn Douglas, written comments*)

"I support the concept of having residential units over a full-service grocery store at Haight and Stanyan." (*Joan Downey, written comments*)

"I am writing as a longtime resident of the area to voice my strong support for the full proposed project. This is not the time to cut back on a well conceived project that will provide great benefit for our neighborhood. The project fulfills the need for housing, parking and a full service high quality grocery store. It is time for this vacant lot to contribute to the quality of life of our neighborhood." (*Lena Emmery, written comments*)

"We don't need a downscaled version of a store that more resembles a mini mart. The Haight Ashbury of the 60s is but a lingering memory and one whose time has surely past. There are detractors to this project who cling to 60s mentality of the neighborhood and don't recognize the evolution of the neighborhood. The neighborhood has grown and grown up. A project such as this will continue to improve the area. Those naysayers who condemn the neighborhood moving forward are trapped in the past and will resist change at every turn. Please add my name to what I believe is an ever expanding group of neighborhood residents who support this positive growth." (*Richard Ensor, written comments*)

"It not only will clean up and beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco." (*Lorrie French, written comments*)

"We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood." (*Sam Gabrielli and the Gabrielli Family, written comments*)

"With the ...environmental impacts in mind I urge you to move this project forward through the planning process with all possible speed." (*Michael Gerrity, written comments*)

"I am writing to express my strong support for the proposed project at 690 Stanyan St with the currently proposed size and scope. I believe this project would provide a great environmental benefit to the local neighborhood and to our whole city. I urge you to approve the project at 690 Stanyan Street in the size and scope as proposed." (*Steven Gordon, written comments*)

"I'm writing to voice my support for the EIR findings for the 690 Stanyan St project, also known as case # 2006.0460E. I'm very much in favor of the full project which includes a full service grocery store, housing, and adequate parking to support both. I think the neighborhood would benefit greatly from a development like this, I personally would be thrilled." (*Elinor Grady, written comments*)

"I am writing to express my support of the proposed development plan for the corner of Stanyan and Haight Streets in San Francisco (case number 2006.0460E). Please help to ensure this project's approval." (*Katie Hansen, written comment*)

"We want this Whole Foods in our neighborhood. We feel that it is in keeping with the spirit of our neighborhood, and we are sure that there will be little to no negative impact to our air, streets, and sidewalks." (*Ellen Hathaway, written comments*)

"As someone who lives in the Haight and has chosen not to own a car, it is very important to me to have a full service grocery store at the corner of Haight and Stanyan. Because I do not own a vehicle, I am aware of the importance of supporting this project in its current scope. The city definitely needs more housing and sufficient retail space is needed both to adequately serve the neighborhood and to maintain profitability. If the proposed project is reduced in size, the venture will not move forward and those in the neighborhood with cars will continue to shop outside the neighborhood and those of us without vehicles will be forced to fend poorly for ourselves." (*Marianne Hesse, written comments*)

"In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco, but rather be a create a more livable and pleasant environment in the neighborhood and San Francisco." (*Richard Hsu, written comments*)

"We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood." (*Pemberton W. Huddleston, written comments*)

"I'm deeply concerned that the members of HANC continue to try and scuttle the proposed Whole Foods development at 690 Stanyan. As a father...and as a home owner [in the area], I question the leadership of HANC for a crusade that seems quite frankly anti-family. Our neighborhood needs a full service grocery, and this city desperately needs families of all economic means. Preventing the gradual gentrification of the Haight-Ashbury/Cole Valley neighborhoods is a misplaced campaign. The entrance to Golden Gate Park at Stanyan and Haight, a gauntlet of drug dealing, is already a shameful gateway into our most important civic treasure. Permanent residency at that corner will bring a sense of stewardship to the Alvord Lake basin and revitalize the area." (*Thomas Hutson-Wiley, written comments*)

"As a[n] SF resident, I am in favor of the project in its current scope—a full service store. The sooner the better." (*Andrea Jadwin, written comments*)

"It would be heartbreaking if this project were not permitted to proceed because of the objections of a small minority of neighborhood activists who clearly do not represent the broader neighborhood community and whose objections are at odds with the views of the vast majority of neighborhood residents. This project will have a significant positive environmental impact on our neighborhood and on San Francisco and merits your full support." (*Bryn Jedlic, written comments*)

"Thank you for your consideration. The neighbors very much look forward to being able to do a full grocery shop in the neighborhood." (*Susan Karp, written comments*)

"I am writing in support of this project in its current scope. Our neighborhood needs and deserves a viable, full service, state of the art grocery store to serve a large and very diverse population. Also, I believe that the proposed project will enhance the attractiveness of the area, i.e. the entrance of Golden Gate Park, and will provide significant services and refreshment for park-goers. I do not believe it would have a negative environmental impact for San Francisco. As a member of the Haight-Ashbury community for more than 25 years, I can say we want this store and we need it." (*Andrew Kubersky, written comments*)

"As a neighbor on the same block as the proposed project on 690 Stanyan Street I want to champion the proposed project and let you know that I am very much in favor of the plan. It will add tremendously to the corner across the street from the entrance to Golden Gate Park. The combined mix of retail and residential are in complete keeping with the neighborhood and will further add to the charm and flavor of the area." (*Connie Kullberg, written comments*)

"I would like to give my support to the proposed building project at 690 Stanyan street. This project addresses the need for housing in the city, Improves the entrance to Golden Gate Park and adds full service grocery store to the neighborhood. The result is a plus for the neighborhood and the people who visit the park." (*William Lafferty, written comments*)

"The EIR study found a less-than-significant increase in traffic to the project site. Also, the project will not impact air quality to any greater degree than what was previously experienced when Cala Foods was at the same location. A project of this scope will benefit and have positive effects for many San Franciscans

as it will provide immediate geographic access to a full service grocer thereby lessening adverse environmental effects associated with traveling out of the area for such needs." (*Denise Lapins, written comments*)

"I'm writing to let you know of my strong support for cast number 206.0460E, the full project that includes a full service grocery, housing and adequate parking to serve both at the corner of Haight St. and Stanyan. I am a resident of Waller Street and was thrilled to hear of this proposal in 2006 and am very dismayed by groups trying to get in the way of progress." (*Nick Leahy, written comments*)

"I am writing to share my concerns for the proposed development on 690 Stanyan (corner of Haight and Stanyan). In general I am strongly in favor of the grocery store and the residential units." (*Scott Lebus, written comments*)

"I live in the neighborhood and I support the project which is being proposed including a full service grocery, housing and parking known as case #2006.0460E. I support the draft EIR findings for the 690 Stanyan site." (*Kristy Leffers, written comments*)

"The project will serve to beautify the entrance to the Golden Gate Park. We are excited about this opportunity and the positive impact it would have in our neighborhood and the city. We encourage the Planning Commission to approve the project and mitigate any unnecessary delays in developing the site." (*Monica and Dan Loos, written comments*)

"This letter is to announce the support of the Haight Ashbury Improvement Association (HAIA) for the housing and retail development at 690 Stanyan St. HAIA believes the Environmental Impact Report (EIR) is correct in its conclusion of 'less than significant impact' by the project on the surrounding neighborhood and City, in general. We urge the Planning Commission to approve the EIR when it comes before the body later this year. We have thoroughly reviewed the draft EIR, and wish to offer these points to support our opinion that the document is sound as is. For these reasons, HAIA urges the Planning Commission to accept the EIR for 690 Stanyan St. substantially as is. Furthermore, we urge the Commission to authorize the necessary permits to begin work on the project as soon as possible. The Haight-Ashbury, Inner Sunset, North of Panhandle and Cole Valley neighborhoods want to make use of a full service grocery at the corner of Haight and Stanyan at the earliest opportunity. The Planning Commission's approval is essential to turning those plans into reality." (*Lorraine Lucas, Ted Lowenberg, Joan Boyd, Kent Uyehara; Haight Ashbury Improvement Association, written comments*)

"I represent Haight Ashbury Improvement Association. Our organization of numerous members has sent letters in support of the EIR for 690 Stanyan Street. We urge the commissioners to approve the full scope of the proposed mixed-use project and authorize the necessary permits to begin work as soon as possible. I'm not going to reiterate the reasons why our neighbors and our organization support the project. They are articulated in the numerous letters, and they probably could articulate better than I am.

"For these reasons the Haight Ashbury Improvement Association urges the Planning Department—I mean the Planning Commission to support the Planning Department's conclusion that the housing grocery retail project as planned will not have a significant impact on the environment of the Haight Ashbury neighborhood Association—neighborhood." (*Lorraine Lucas, public hearing comments*)

"We support the draft EIR findings for the 690 Stanyan St project. Our neighborhood needs a full service quality grocery store. The Haight is a dense neighborhood, and the project will allow us and many other residents to be able to walk to a full service grocery store. The proposed project also provides the City with much needed housing. If the Planning Department makes the project smaller, it will fail resulting in people who live in the Haight to use their cars to do grocery shopping. The net result is that the project as proposed will not create a negative environmental impact for San Francisco." (*Ray and Lorraine Lucas, written comments*)

"My name is Bruce Lyall and I've owned Recycled Records at 1377 Haight St. since 1978 and, in my opinion, this project is a no-brainer. A grocery store to replace the one that ceased to do business, and housing with parking? What's not to like? Environmentally I don't see an issue, at all." (*Bruce Lyall, written comments*)

"I write in strong support of the proposed grocery store/apartment development project at 690 [Stanyan] Street. I am a homeowner who lives two short blocks away from the proposed development. I believe this project will benefit the neighborhood by providing a much needed full-service grocery store and residential housing." (*Sara MacPherson, written comments*)

"Please let us have a full service supermarket for the Upper Haight/Cole Valley. And the additional housing is a plus for our neighborhood and Haight Street as well." (*Stanley Mandell, written comments*)

"I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population." (*Susan Marsch, written comments*)

"Additionally, adding some housing in the City is much needed, especially if it is done on an existing structure (Whole Foods), meaning not destroying additional natural space and landscape, trees, etc..." (*B. Martin, written comments*)

"I wholeheartedly support the development proposed at the former Cala site, 690 Stanyan, in its proposed scope. My husband and I live on Stanyan St., between Frederick and Buelah, approximately two blocks from the proposed site. The neighborhood is sorely lacking in terms of a full grocery store. The addition of a full service store to the neighborhood will have a positive environmental impact by reducing the need for car trips for grocery shopping not currently available in the neighborhood." (*Deborah Martin, written comments*)

"I live three blocks from the site at 690 Stanyan Street and want to add my enthusiastic support for this entire project. The housing as well as the full service grocery store is both much needed additions to our Haight-Ashbury neighborhood and I am very eager to have the project completed as soon as possible. The housing which will be located above the store is also very important for this neighborhood. We have excellent transportation services for the residents to utilize. There should be additional usage of Golden Gate Park because of the proximity of this housing to the entrance. We should develop as many units as possible at that corner. Besides bringing new people to the neighborhood, this facility will bring more customers to the merchants of Haight Street. The EIR was very positive for this project. I am a neighborhood resident, and ask that you weigh the support of the neighborhood residents for the project in its current scope." (*Carolyn Short McKenna, written comments*)

"I have read the EIR in its entirety and am very happy to see that there is very little to no additional impact stemming from this development. The analysis in the EIR matches my own existing assumptions about the space and the project, which were based around the fact that it takes an existing use and optimizes it, while adding much-needed housing and parking to the mix. Though that block is really one of the premier gateways to Golden Gate Park, the scale and uses of the last block of Haight, between Shrader and Stanyan, creates a physical break between the more pedestrian-friendly Haight commercial district and the park itself. The density required to maintain a lively, healthy, bustling atmosphere all the way up to the park drops off precipitously west of Shrader. There is currently little to no residential development west of Shrader and the small storefront businesses that occupy the rest of the street give way to several longer single-use buildings and parking lots.

"As the EIR states, I, too, feel there will be little to no negative impact on the surrounding community if this project is allowed to continue as originally proposed. Instead, I see many, many positive outcomes for the entire neighborhood by allowing this project to proceed. The smaller, alternative proposal seems counterproductive to many of the benefits that could be achieved from the original plan. I strongly support the original, full-service grocery and residential development with the underground parking structure, all as shown in the original plans and proposal. The neighborhood needs a project like this at its western end." (*David McLean, written comments*)

"Although every development project causes some noise and inconvenience in the short term, it's important for all of us to think long term. That area of Stanyan Street desperately needs improvement—it's not a good reflection on this neighborhood or City." (*Lida Morgenstein, written comments*)

"Thank you for your consideration, and please know that the vast majority of residents on 5th and 6th Avenues (1200, 1300 [and] 1400 blocks) support this project in its current form". (*Ann Morris, written comments*)

"[The EIR states]: 'With regard to architectural features, design and aesthetics are by definition subjective and open to interpretation by decision-makers and members of the public.' It is my understanding that the outside design has been approved by the Planning Department, therefore I have nothing to add. (*Doerte Murray, written comments*)

"...I have lived [in the area] since 1975. And I want to express my whole support for this project.

"Also, when the—we need a full-service grocery store because I don't want a Cala-type store there. I want quality food, and when I'm paying my dollars for it, I want quality food. I want fresh produce and not mushy foods." (*Doerte Murray, public hearing comments*)

"As residents in the neighborhood since 1972 my wife and I fully support the proposed Whole Foods project, as is, at Stanyan and Haight Streets. I was executive director of DPT for 4½ years and spent decades working in traffic related issues with the SFPD, where I retired as a Captain. I have full faith in the abilities of the city's traffic engineering staff to help mitigate congestion issues so that we can enjoy a much needed grocery store in the neighborhood." (*newlini@aol.com*)

"In the last 15 years, I have marveled at how successfully the Lower Haight has improved its commercial and residential buildings. The Lower Haight has shown that new businesses and housing can improve the vibrancy, boost the commercial economy, increase tax revenue and reduce the crime in the neighborhood." (*Aidan O'Connell, written comments*)

"...the project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location

"Finally, our neighborhood desperately needs a full service, high quality grocery store. The need to maintain profitability and simultaneously meet the diverse needs of the community mandates a store with sufficient retail space to provide the broad range of products and services required. While a "small" store is emotionally appealing, the reality is that if the venue is too small the venture will fail, and the environmental impact will be negative with the need for customers to again get in their cars to do their grocery shopping." (*Laura Onopchenko, written comments*)

"I am a resident of D5 and I support the mixed-use proposal for 690 Stanyan St, as described in the EIR. The neighborhood needs more housing and grocery store options." (*Brenda Pitts, written comments*)

"In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor." (*Gabriel M. Ramsey, written comments*)

"As a resident of the Upper Haight and a neighbor of the proposed mixed-use development at 690 Stanyan Street, I wish to offer my strongest support to the project and urge final approval of the project by the Planning Department.... it will finally bring a full-service grocery store the neighborhood, something that has been severely lacking in recent years. Please help our community by moving to expeditiously approve this important project." (*Sheila Riley, written comments*)

"I have lived a few blocks from the 690 Stanyan Street project...since 1983 and another 10 years in the neighborhood, at Cole and Page, before that. I strongly support the draft EIR findings. The opponents of the project and the draft EIR present the same old, tired arguments of not wanting any change in the neighborhood, even when it is so positive, as this development would be. We need this food store in the neighborhood and I strongly support it." (*David Rumsey, written comments*)

"I wish to voice my full support of the draft EIR findings for the 690 Stanyan St. project. My support is based on the fact that we need a full service, state-of-the-art quality grocery store in our neighborhood. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability." (*Steven Scheer, written comments*)

"I thought the EIR report on the project was very positive and I am very much in favor of going ahead. This project will eliminate an above ground parking lot that has been a serious nuisance to our neighborhood. Please move this project at 690 Stanyan forward as quickly as possible." (*Richard Shadoian, written comments*)

"I wish to tell you of my opinion about the proposal to bring a Whole Foods store and additional residential units to Haight and Stanyan streets at 690 Stanyan Street; I am in favor of the main proposition." (*Chet Shannon, written comments*)

"I wish to voice my full support of the draft EIR findings for the 690 Stanyan St. project. My support is based on the fact that we need a full service, state-of-the-art quality grocery store in our neighborhood. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability." (*Caméron Shaw, written comments*)

"As a resident of the neighborhood, I feel very strongly that this project will significantly improve the quality of life of our area and encourage the sustained diversity of residents in this beautiful part of our city. The impacts will not be negative. So many of us have to pile in our cars to shop in other neighborhoods for our needs. This should not be the case in a city as livable and green as San Francisco." (*Abby Smith, written comments*)

"I wish to voice my full support of the draft EIR findings for the 690 Stanyan St. project. My support is based on the fact that we need a full service, state-of-the-art quality grocery store in our neighborhood. The needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability." (*Alicia Snow, written comments*)

"I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population." (*Christopher Solmssen, written comments*)

"My husband and I are homeowners in the Haight/Ashbury district (1532 Waller Street). We are in support of the full project on Haight and Stanyan (not a reduced alternative) that includes a full service grocery, housing and adequate parking to serve both (Case Number 2006.0460E). We need a full service grocery in our neighborhood, and a reduced alternative will make it infeasible." (*Diana and Chris Sonne, written comments*)

"I'm a 24-year resident of San Francisco, 14 years at my present location. I live close to Haight Street commercial district in my time in San Francisco and it was my primary place of shopping, but as social conditions deteriorated in my neighborhood despite my personal efforts to improve them, I had to relocate my shopping to different areas of the city. I would love to come back and Whole Foods would bring me back. I think it is a great asset to the neighborhood.

"We've heard some pretty fiery speech today, red-baiting, Symbionese Liberation Army. I'll add one more, Summer of Love. This is what is holding the Haight back. This is a community. Those ideals of the '60s are what we should be working on now, which is bringing people together, and I think this project will do it. It is all the things the '60s people want. It is organic, wholesome food. There will be a café there for the community. There will be density and housing." (*Rosemary Southwood, public hearing comments*)

"We are looking forward to the neighborhood upgrade that the proposed project will provide. We feel the addition of a Whole Foods in that location will provide a step up in the types of merchants and clientele in the area. The net result will not create a negative environmental impact for San Francisco." (*Monette R. Stephens, written comments*)

"I am writing in support of the project to develop 690 Stanyan Street. The proposed development will be a welcome addition to the upper Haight shopping corridor. I would like to see the permit process move forward as quickly as possible. This site has been vacant for too long and the sooner the development can begin, the better the neighborhood will be." (*Susan Strolis, written comments*)

"I'm a...22-year renter in the Haight. I've seen the Haight go through many changes, many crises with drugs and drunks, and I fully support this project. What the Brennans are bringing to our neighborhood will only be good." (*Susan Strolis, public hearing comments*)

"Anything less than a full service store at this location will have significant negative environmental impacts: Please fast-track this important and positive development for the Haight-Ashbury neighborhood." (*Michael J. Sullivan, written comments*)

"I strongly support this residential/full-service grocery project in its full scale and believe it to be a much needed and desirable addition to my neighborhood. I am a homeowner with a young child and see this project providing long-term benefits to our quality of life. A full-service grocery store and new housing in this location will only improve the neighborhood and fill a noticeable and unfortunate gap in services/amenities.

"I am not concerned, nor do I believe, that the project will create parking or traffic issues. On the contrary, the project design appears to fully address demand for parking and I thank the Planning Department for suggesting sophisticated options that further address parking/traffic issues, should they arise, even though the EIR conclusions state that impact is less-than-significant." (*Kathryn Supinski, written comments*)

"My wife and I live...about 2 blocks from the proposed development. We have lived in the neighborhood for 27 years. Our principal concern about Haight Street is that it is not a neighborhood-serving street. Because of the excessively restrictive zoning requirements (limiting store size and 'chain' stores), the only stores that tend to locate on the street are specialized boutiques selling luxury goods to tourists. As a consequence, we are forced to travel outside the neighborhood for our basic necessities, such as groceries. While the former Cala store was not of high quality, we were at least able to walk to one store that served the neighborhood. With Cala closed, its absence has resulted in a significant adverse environmental impact, as residents of a whole neighborhood are forced to travel long distances, almost invariably by single-occupant automobile, to buy basic necessities.

"In addition, San Francisco lacks sufficient housing to keep up with demand, while many sites, such as the former Cala site, sit vacant. Failure to provide sufficient housing requires people to commute long distances from outside the city, particularly those who are priced out of a market to which they are denied access because of this artificially-induced scarcity of housing. Maximizing housing on the Cala site is an environmentally-friendly in-fill opportunity which should be maximized." (*Stephen L. Taber, written comments*)

"...I believe that this is an environmentally-friendly project and that its positive attributes greatly outweigh its negative attributes." (*Stephen L. Taber, written comments*)

"I see this as a wonderful and ideal opportunity for our neighborhood. As a homeowner for 19 years, I know and love this neighborhood, and this project in its entirety gets all thumbs up for me. Why wait on this great project and allow this lot to stay empty and languish for more years to come? Let's get going and make progress on business and housing as proposed for our neighborhood...Let's get this site in use again and I can't think of a better project to beautify our neighborhood with no negative environmental impact. A full-service grocery store for our diverse neighborhood means we will travel less to get our total food and grocery supplies. One-stop shopping." (*Kathleen Volkmann, written comments*)

"I strongly encourage the commission to approve the draft EIR and allow this project to rapidly move along. Delays will not result in changes that will greatly enhance the project, delays will only add to the cost of the project and make the residential units and commercial units available later than necessary. Remember that costs to the project will only add to the ultimate costs to consumers, renters and buyers. Help our City and the Haight community by approving the draft EIR." (*Rob Weaver, written comments*)

"I am writing to tell you that I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park and the west end of the Haight St. merchant corridor." (*Terry and Kelly Whalen, written comments*)

"And how wonderful to have that kind of quality and full scale selection available The housing, of course, is also very much needed and this plan provides a great mix of both. Please accept this project in its current format." (*Ruth E. Wheeler, written comments*)

"Please add my comments to support of the Whole Foods project on Stanyan. This should be a full-service grocery. Cala foods was and the replacement should be as well. It will be a boon to the immediate and adjacent neighborhoods to have a grocery store at Stanyan." (*Jill Wolcott, written comments*)

"I have lived [in the neighborhood] ... from 1979 ..., so I have been a home owner in the upper Haight Ashbury for almost thirty years. I am totally frustrated with the attempts of HANC to block once again a completely reasonable and needed addition to our neighborhood. The conclusions in the draft Environmental Impact Report for the proposed Whole Foods store at 690 Stanyan Street make total sense. This sight was a grocery store and should once again be a grocery store.

"Our neighborhood has needed a full service quality grocery store for many years—even Cala was substandard in its final years. This means a larger store with sufficient retail space to provide a wide variety of products—otherwise, the store will not be profitable. If HANC has its way and the store is too small, it will fail. And if that happens, the residents of the Haight will drive their cars to Trader Joes and Safeway, which will result in negative environmental impact to the city. So please, do not listen to the loud minority that do not represent their neighbors." (*David Zuckerman, written comments*)

Response 1.8—Other Support

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

2. PROJECT DESCRIPTION

Comment 2.1

"And, yeah, I think that this is an opportunity for a mixed-use project. I know the one at Broderick Place, which is smaller, but is over in the Panhandle area near DMV I think has been very successful, extremely

well done. This is a bigger scale, but I think that that is something we have to look at on this one." (*Commissioner Michael Antonini, public hearing comments*)

"I've actually gone—I remember talking to Sue Bierman because she used to eat at McDonald's there and she would actually drive to McDonald's, eat there because she lived up the hill there, and she would park there, probably illegally. We would walk out of McDonald's one Saturday. We actually walked to Cala at that time and I discussed this with her. This could've been about ten years ago. She was complaining about lack of affordable housing. Why don't we have more housing there?" (*Commissioner Bill Lee, public hearing comments*)

"Generally the idea of a mixed-use project at slightly higher intensity than what was there before is a fantastic idea. So generally, I think I like the combination, and I hope that some of the concerns which were expressed, which I share, can be worked out in a positive way, including dealing with an architecture with the shape through community consent, shape through contextual understanding of what is in need in the neighborhood. And I know that staff is indeed looking and talking with the architect with the preliminary plan, perhaps with a new architect was coming on board to shape this build as a mixed-use building so that fits in a good way." (*Commissioner Kathrin Moore, public hearing comments*)

"I would like to register my strong opposition to the proposed grocery store and residential development project at 690 Stanyan Street. I am an owner of the property at 1923 Page Street, which is directly behind the proposed development and will be negatively impacted by its physical size, unit density, construction, and grocery store operations. The proposed development is out of context with, and will be detrimental to our neighborhood near Golden Gate Park.

"Density—The proposed project with 62 units, including 26 studio apartments, is far more dense than the neighborhood can reasonably handle. It would have a major impact on traffic, parking, noise and our local environment. Studio apartments place heavy demands on city services including sewer and water, in comparison to their square footage. The inclusion of a grocery store in the project would only compound the traffic, and parking problems.

"In summary, the proposed 34,000-square-foot development, including a grocery store, at 690 Stanyan Street is excessive and should be scaled back significantly. The project is too large, and too dense for the neighborhood to absorb.

"The project should be modified to better fit into the neighborhood and reduce its impact on traffic, parking, emergency vehicles and the adjacent properties including my own. The recommended modifications include:

"Reduce the project height to 2 above ground stories—same height as the existing building; reduce the density by increasing the number of 1 and 2 bedroom units; limit studio apartments to 10% of the project; and] redesign the exterior to better fit into the neighborhood,

"Thank you for your consideration and the opportunity to comment on this project. The Stanyan and Page Street area is a great neighborhood across from Golden Gate Park and any project should be designed to improve the overall quality of area and its services. Tourists visit the area regularly and the residents care about it." (*Kathleen Hanrahan, written comments*)

"Page 41 recites that there is a bicycle shop on Stanyan. Yes there are bicycle and skateboard businesses in this area because there is a network of bicycle routes and skateboard places in this immediate area. Please

discuss the active recreation that goes on all around this site and how it may be impacted by traffic which will be generated, and queues for the garage.

"There should be a decent description of how Whole [Foods] will operate. Hours of operation. Hours of deliveries. What will unload on Haight? What hours? What will unload from Stanyan? Hours of operation? Hours alcohol will be sold? What steps will be taken to keep employees from driving and parking on the street? Will they be given Fast Passes? How much of the work force will be hired from the immediate neighborhood? Will they be able to afford housing in this area on the wages they will be paid? How much will be part-time? This information would help the reader determine whether the EIR gives all necessary information." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The Sierra Club has a record of promoting infill development and densification along major transit routes. The best infill developments are mixed-use projects that include housing and retail, including grocery stores. The proposed project is one that attempts to meet the requirements of a good infill development, and the addition of housing to the site, which currently has none, is a laudable feature.

"However, the large size of the proposed grocery store—twice the size of the existing supermarket structure and nearly the size of a 'big box' store, with a parking garage exiting to the entrance of Golden Gate Park—will cause significant environmental impacts that are not adequately addressed in the DEIR." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"I am a 15 year resident of the Haight, and want to voice my opinions on the proposed development at 690 Stanyan Street, which is two blocks from my home. I support more housing of comparable density. I support a neighborhood grocery. Having said that, there are many defects in the proposal that must be addressed before it can win neighborhood support." (*Teresa M. Welborn, written comments*)

Response 2.1

The vacant existing one-story-plus-mezzanine, 24-foot-high former Cala Foods supermarket is approximately 19,000 sq.ft., the project site is approximately 34,000 sq.ft., and the existing 42-space surface parking lot is approximately 15,000 sq.ft. The text of the DEIR has been modified to reflect this comment; as shown in Section D. DEIR Revisions of this Comments and Responses document.

The DEIR describes the proposed project's size and other characteristics in Chapter II, Project Description, pages 29-38. On page 59, it is stated that the proposed building would be up to approximately 50 feet tall (as measured at Stanyan Street). Due to the slope of the lot upward toward the east, the eastern side of the building would be 40 feet in height as measured at the highest point on the property, which is located in the southeast section of the property, within the portion of the property with a 40-foot height limit designation. The proposed project would represent a 16-foot increase in height on the portion of the lot occupied by the existing building and an approximately 50-foot increase in height on the portion of the lot now occupied by surface parking.

The proposed project's density, mass, and design would be consistent with *Planning Code* Section 304 controlling Planned Unit Developments (PUD) through Conditional Use authorization, as the DEIR discusses on page 43. According to Section 304(a) of the *Planning Code*, a PUD is used for "projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code." The Planning Commission will consider the consistency of the proposed project with Section 304 of the *Planning Code* in their deliberations regarding approval or disapproval of the proposed project.

The commenter is correct in asserting that the PUD process does not allow for exceptions to the height limit, as stated in Section 304(d)(6) of the *Planning Code*. Section 304(d)(6) specifically allows for minor deviations in the measurement of height as specified in Sections 260 and 261 of the *Planning Code*. Therefore, the project sponsor has proposed that height be measured at the highest point on the property, rather than at the midpoint of the street frontage as would be required without the proposed PUD.

The proposed project's height would be consistent with the *Planning Code's* existing height and bulk requirements for the property because it would conform to the 40-X height and bulk district on the lot under the PUD process. Consistent with the intent of the height limits on the property, as is required under the PUD process, the portion of the proposed project that would approach 50 feet above the street grade is located on the western side of the lot, which has an existing height limit of 50 feet.

The DEIR evaluates the potential physical environmental effects of the proposed project. No significant environmental impacts were found to be associated with the proposed building height.

For informational purposes, the height of the proposed building along the north property line would be 40 feet, 0 inches at northeast corner of the property and 50 feet, 0 inches at the northwest corner of the property.

On page 37 of the DEIR, it is noted that there would be three residential entrances, one commercial entrance, and one entrance to the underground parking garage.

The comments objecting to the size of the project are noted. Alternatives discussed in the DEIR include a reduced three-story building, a residential-only project, and a retail-only project. The impacts of the project on bicycles, loading and queuing are addressed in the transportation section of the DEIR on pages 74 and 78. The DEIR concluded that it is not anticipated that turning maneuvers into the project garage would substantially affect Stanyan Street operations.

The details of the potential Whole Foods employment policies are not known at this time and are beyond the scope of the DEIR. Deliveries and loading operations are discussed on pages 81 to 83 in the DEIR.

Comment 2.2

"Additionally, since we are talking about demolishing the Cala store, it would be helpful to know how big the existing Cala store is so that we've got some way to compare the existing store with the 42 spaces and the new store." (*Commissioner Sue Lee, public hearing comments*)

"And as Commissioner Sue Lee mentioned, it would have been helpful if we had had a little more detail on what is currently there, but—to have something to compare it to, but that is fine. Okay.

"And the binders, I guess, we're going to return the binders for now. It would've been helpful if there had been more information on the actual project, too, I think, or what is being proposed there or something, but there's just letters of whatever. It would have been helpful to have something there." (*Commissioner Christina Olague, public hearing comments*)

Response 2.2

As noted in Response 2.1 above, The vacant existing one-story-plus-mezzanine, 24-foot-high former Cala Foods supermarket is approximately 19,000 sq.ft., the project site is approximately 34,000 sq.ft., and the existing 42-space surface parking lot is approximately 15,000 sq.ft., as the DEIR states on pages 1 and 29.

Page 1 of the DEIR, Project Description, paragraph 1, last sentence, will be modified to include the square footage of the existing Cala Foods supermarket as follows, and as shown in Section D. DEIR Revisions, page 197 of this document:

The approximately 34,000-square-foot (-sq.ft.) project site is flat to moderately sloped and contains a vacant, one-story plus mezzanine, 19,000-sq.ft., 24-foot-high former Cala Foods supermarket, a 42-space, 15,000-sq.ft. surface parking lot, and two general advertising signs located on the northern edge of the property.

Page 29 of the DEIR, Project Location, paragraph 2, first sentence, will be modified to include the square footage of the existing Cala Foods supermarket as follows, and as shown in Section D. DEIR Revisions, page 197 of this document:

The approximately 34,000-square-foot (-sq.ft.) project site is flat to moderately sloped and contains a vacant, one-story plus mezzanine, 19,000-sq.ft., 24-foot-high former Cala Foods supermarket, a 42-space, 15,000-sq.ft. surface parking lot, and two general advertising signs located on the northern edge of the property.

Comment 2.3

"As a forty year resident of the Haight, please review concerns I have regarding the 690 Stanyan Street Project, formerly Cala, pp. 2-3 of this document.

"I wish to be very clear that the Planning Department and Commission know I accept that I live in an urban neighborhood, that I support and, in fact, encourage, appropriate and neighborly development, as well as the rights and responsibilities of a free enterprise society. (*Susan D. Latham, written comments February 23, 2008, and and public testimony*)

Please know that the decision made regarding this development is what the neighbors will live with, day in and day out. I strongly feel that the long term risks to pedestrian, vehicular and Muni demands a reduction in the scale of this project. I accept that I will lose my view of Clarendon, that southern sunlight will be significantly diminished, that it will be a projected 28-month construction site. Those are the personal sacrifices made when living in our fair city." (*Susan D. Latham, written comments February 23, 2008*)

Response 2.3

The comment expresses a desire for a reduction in the scale of the proposed project. The comment addresses the merits of the proposed project, which the Planning Commission will consider in its decision to approve or disapprove the project.

Comment 2.4

"As a resident of the area and an advocate for sensible land use policy, I would like to communicate my strong concerns regarding the DEIR for the 690 Stanyan Street Project, formerly CALA. While I understand what it means to live in an urban area, I am well verse[d] in land use planning and the proposed development at the CALA foods site is completely out of scale with the surrounding neighborhood. There are significant concerns regarding traffic, parking, noise and architectural design and it must be reduced. I urge you to take these issues into consideration and reduce the scale of this project. (*Quintin Mecke, written comments*)

Response 2.4

Issues regarding traffic, parking and noise are addressed on pages 95 to 172 of this document. Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 2.5

"We live in the neighborhood and are excited about this project and the visitors it will bring to the Haight, who will likely shop at our other stores, the improvement to the site that it will bring aesthetically (if a more traditional design is proposed), the additional 'eyes and ears' in the area that will address crime issues in that area, and that it will offer neighborhood-serving retail and more resident homeowners who are invested in and who can shop locally in our neighborhood. Our two biggest concerns are that the design blends with the traditional architecture of our neighborhood, and that parking/car-sharing is carefully thought out to avert traffic issues. The Broderick Place development seems to have been able to address both these issues, so we are hopeful that this developer will incorporate the same elements into this development." (*Elizabeth and Jason Misner, written comments*)

Response 2.5

Comments noted. These comments consider the merits of the proposed project and do not address issues pertinent to the environmental review. The comments may be considered by the Planning Commission as part of their decision to approve or disapprove the project.

Comment 2.6

"Page 39 notes that an application for the project was filed 4/3/06, but an Initial study not published until 7/7/07. The latter date was nearly a year after the cut-off date (7/18/06) for the increased inclusionary housing requirement. At what stage was this project's EIR in July 2006?" (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"...residential parking would be on the third level, which would include 47 bicycle spaces.' (page 37). Are these bicycle spaces solely for the use of residents, or are they for both residents and store customers?" (*Richard Ivanhoe, written comments*)

"We are writing to comment on the proposed Mixed Retail Residential Project on 690 Stanyan Street. The San Francisco Labor Council and San Francisco Building Trades Council represent more than 100,000 union members and their families who belong to over 150 affiliate unions. We would be supportive of a well-conceived proposal that brought decent, living-wage jobs and an adequate level of affordable housing and family housing to this community. The current application, however, falls short on numerous counts—we are writing to urge you to recommend denying the proposed permits.

"According to the Draft Environmental Report (EIR), the developer proposes to build 26 studio units, 20 one-bedroom units, 15 two bedroom units, and only one three bedroom unit. Out of 62 units of housing,

only 16, or 25% of this project is family housing. The population of children living in the city has dropped by more than 33 percent since 1960, and today there are just 112,000 young people under the age of 18 living in San Francisco. We believe that a major factor in the large exodus of families from San Francisco is due to the unavailability of 2 and 3 bedroom units. Mayor Newsom has said that in a city that has a reputation for being home to more dogs than children, he hopes to be able to reverse the trend of family flight.

"It is up to the Planning Commission that to ensure that family housing is a prior[ity] in any development project moving forward. The Draft EIR also stated that 'the project sponsor would either distribute seven below market rate units through the project or pay an in lieu fee.' First, the Inclusionary Housing Ordinance mandates that 15% of the housing be affordable housing. 7 units of affordable only equal 11.5% of affordable units. 9 units of BMR housing would be needed for this project. Second, as San Francisco struggles with housing affordability, we at the San Francisco Labor Council and Building Trades Council believe that the 55 Laguna Street project should be a model of how we prioritize BMR housing moving forward. At least 30% of the employees at Whole Foods should be able to buy a unit of housing at the Stanyan Street project. In a city that the Mayor has put on the map as on the cutting edge of the green/environmental movement, people should work close to where they live. This reduces greenhouse gases and smog." (Chris Jackson, San Francisco Labor Council, written comments)

"We encourage the developer to include [Below Market Rate] units onsite vs. payment-in-lieu. If the Planning Department can require onsite units, we would encourage you to do so. Also, as an aside, it's our understanding that the BMR units were onsite at Broderick Place).

See <http://www.sigprop.com/nbds/broderickplace/>, along with the developer's site <http://www.690stanyan/impact>, which has a pdf of this project." (Elizabeth and Jason Misner, written comments)

Response 2.6

As noted in Response 2.1, the project is subject to the Inclusionary Housing Ordinance (*Planning Code*, Section 315.4) which allows the project sponsor the option to provide BMR units on site, off-site, or to pay an in lieu fee.

As noted in the DEIR on pages 31 and 37, the Inclusionary Housing Ordinance (as implemented in Section 315-315.9 of the *Planning Code*) would require that 12 percent of the units, or seven of the proposed 62 units, be below market rate (BMR) units. This is further explained in a footnote that the proposed project's environmental evaluation application was filed before July 18, 2006, and the proposed project would not amend the zoning map or *Planning Code* to increase the number of permissible residential units. Therefore, pursuant to Section 315.3(b)(2) of the *Planning Code*, the project would not be subject to an increase in the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site (the requirements before the amendment were 12 percent and 17 percent, respectively).

Comment 2.7

"We noted that the developer has proposed including 1 CityCarShare/shared car spot. We feel that it would be more realistic and productive to include 3 or 4 shared car spots. If we were living in the building and there were only one shared car, we'd still be inclined to have our own car because we would be concerned that there would be too much competition for the one vehicle. With 3-4 shared cars, we would be much more likely to forgo a car. In short—with one spot, we'd keep our own car, with 3-4 spots, we'd 95% choose not to have our own car.

"The question then comes as to where to put the additional shared cars. While on the one hand we are very much in support of accommodation for bicycles, on the other hand, 47 spots seem a bit excessive for 67 units. We don't know if that is a *Planning Code* requirement or not, but we feel that if taking some of those spots out would mean that you could add 2-3 carshare spots and provide a more realistic incentive for people to give up their cars, that would really be a more efficient use of those spaces and we'd encourage the Planning Department to provide a variance for that. Or, since people would use the shared cars, the developer could keep all the bike spots and reduce the number of residential spots by 2-3, if supported by the Planning Dept in doing so." (*Elizabeth and Jason Misner, written comments*)

Response 2.7

Section 166 of the *Planning Code* requires one car-share space for the project. The project would comply with the requirement. Approximately 21 additional carshare vehicles are currently available in the vicinity of the project site at the McDonald's parking lot at Waller Street/Stanyan Street, the Kezar parking lot at Beulah Street/Stanyan Street, and an additional parking lot at Waller Street/Belvedere Street.²

The *Planning Code* requires a minimum of 31 bicycle spaces (28 for the residential use and three for the supermarket use), however, the project would provide 47 bicycle parking spaces: 27 spaces would be located within the first level of the parking garage for the supermarket use, and 20 spaces would be located within the third level of the parking garage for the residential uses (the residents may also share the spaces for supermarket use).

3. LAND USE, POLICIES, AND PLANS

Comment 3.1

"The discussion of building heights at p. 31 only partially explains building height. How tall is it (perhaps this needs to be discussed at various points) relative to houses on Page in the rear? The DEIR acknowledges the slope on Haight without mentioning how the height will be perceived to houses which face this in the rear. Please inform how many feet the building height will increase from what is currently there.

² Carshare availability per www.citycarshare.org and www.zipcar.com, accessed on June 26, 2008.

"The discussion of *General Plan* policies is extremely lop-sided and reads as though these were the policies the developer wanted to discuss. Why no discussion/analysis of Recreation and Open Space element? Why no (real) discussion of policies re affordable housing? Page 49—discussion of disruption of the established community—basically ignores this setting next to the major entrance to Golden Gate Park. That is a community.

"There is no 'flexibility in height measurement authorized through the PUD process.' PUDs very specifically allow flexibility in everything except height. 304(d)(6). Reword this please. Minor deviations in measurement are in [Sections] 260 and 261." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"Land Use. The proposed project violates current Land Use standards and this is not adequately addressed in the draft EIR. The project violates the Haight Street Neighborhood Commercial District, which supports neighborhood-serving businesses of approximately 1,000-square feet. Page 8, you say it 'would not conflict with any applicable land use plan or policy.' That is not true." (*Teresa M. Welborn, written comments*)

"The DEIR fails to completely address existing and recently changed public policy and its relationship to the proposed project. The DEIR fails to completely address the public policy objectives of the Haight Street Neighborhood Commercial District and its emphasis on neighborhood serving retail, small commercial sites and 'walk to' uses. The DEIR fails to include the fact that the developer is proposing to sell alcohol 24 hours a day in counter distinction to the NCD's stated objectives. The proposed project size and off street parking runs counter to the established policy of the NCD and is not mentioned in the DEIR. This oversight needs to be corrected or the objectivity of the study is undermined.

"Finally, the EIR fails to take cognizance of the plans and programs of the Haight Street commercial district. The fact that the commercial district itself is oriented towards pedestrian use, limits size of commercial uses to 2,500 square feet without a CU." (*Calvin Welch, written comments*)

"This is a massive project. The largest construction proposed to Haight Street from Market to Stanyan. It is over 200,000 square feet. It totals seven floors, three below grade and four above. And as I say, it is proposed to take more than 40 percent than the required minimum of parking for most residential and housing." (*Calvin Welch, public hearing comments*)

Response 3.1

The DEIR addresses the public policy, plans, and programs related to the proposed project, including those of the Haight NCD, as described by the commenter. The DEIR discusses *Planning Code* requirements, including those of the Haight NCD, on pages 41-44. Other applicable plans and policies are addressed on pages 44-48. The DEIR concludes on page 49 that the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Any other conflict with an adopted policy or plan is an issue for consideration by the Planning Commission in their decision to approve or disapprove the project, but would not result in a physical environmental effect to be addressed in this EIR.

The Haight NCD includes a wider range of land use objectives beyond those of neighborhood serving retail, small commercial sites, and "walk-to" uses noted by the commenter, and the DEIR summarizes them on pages 41-42 as specified in *Planning Code* Section 719.1: (1) provide convenience goods and services to local residents and visitors, (2) provide comparison shopping goods and services to the larger market area, (3) maintain existing building scale, (4) promote new mixed-use development with character similar to adjacent buildings, (5) regulate development of large lots and uses, (6) protect rear yards, (7) direct most commercial uses to the ground story, (8) prohibit additional eating and drinking uses and expansion of existing establishments, (9) prohibit drive-up uses, and (10) promote new housing above the ground story.

The DEIR describes the proposed project's size and other characteristics in Chapter II, Project Description, pages 29-38. The Haight NCD limits commercial use size to 2,500 square feet without a Conditional Use authorization; however, it permits larger projects with Conditional Use authorization. In the subsection on Project Approvals, page 38, the DEIR states that the proposed project would need a Conditional Use authorization for a planned unit development (*Planning Code*, Section 304) whose design features would provide for exceptions related to measurement of height, unit exposure, open space, rear yard, parking, building on a parcel larger than 5,000 sq.ft., and a commercial use larger than 2,500 sq.ft. in the Haight NCD. The DEIR evaluates the proposed project's size relative to land use character on page 49, relative to aesthetics in the context of the overall visual character of the neighborhood on pages 52-60, and relative to shadow on pages 102-106. The DEIR finds that the proposed project would have less-than-significant land use, aesthetic, and shadow impacts.

The proposed project's retail practices regarding the sale of alcohol would need to conform to applicable planning controls and other agencies' regulations. Although the Haight NCD does permit supermarket land uses, it does not allow for the granting of new permits for the sale of alcoholic beverages for subsequent off-site consumption.³

The proposed project's 181 parking spaces would be 25 spaces less than allowed through *Planning Code* Section 204.5 (accessory parking). The DEIR discusses parking requirements and

³ San Francisco *Planning Code*, Section 719.1, Haight Street Neighborhood Commercial District, Section 719.40, <http://www.municode.com/Resources/gateway.asp?pid=14139&sid=5>, viewed on June 10, 2008. The Haight NCD does not permit liquor store uses, bars, or restaurants (Sections 719.41-45).

impacts on pages 78-79. The City's *Planning Code*, not CEQA, prescribes the amount of parking a project can provide, and the proposed project would meet *Planning Code* requirements.

The comments are noted regarding support for the mixed-use project opportunity and resolution to the design issues heard at the public hearing. The DEIR addresses the proposed project's visual impacts on pages 50-60 and finds they would be less than significant under CEQA. However, the design of the proposed project is currently being reviewed by the Planning Department independent of the environmental review process. The Planning Commission would also review and may modify the project design, noted on page 52 in the DEIR. The final design proposed for Planning Commission approval would likely be different from the preliminary design evaluated in the DEIR; based on the criteria for analysis of visual impacts under CEQA, a modified design would not create a new significant environmental impact.

Comment 3.2

"The Haight/Inner Sunset/Inner Richmond is a large, diverse neighborhood that needs a wide variety of goods sold in grocery stores. The proposed size of the Whole Foods market is just sufficient to address a suitably wide array of products and services needed. Reductions in the retail size of the market would substantially impact Whole Foods' ability to adequately serve the community, unnaturally restrain its profitability and likely lead to economic failure. Such a catastrophe would be devastating to the community. Therefore, the EIR should be approved with the developer's proposal for the retail space for Whole Foods Intact.

"The housing offered in the project is of the correct amount needed to keep the building in a proper scale to the neighborhood, while also permitting the developer to offer enough units to meet the City's affordable housing set-asides. If the height of the building were to be reduced, the economic benefit of the housing component would make [it] unaffordable to the developer. The loss of more than sixty housing units would have a noticeable negative impact on the overall new units planned to come on line by 2011. (Lorraine Lucas, Ted Lowenberg, Joan Boyd (no sig.), Kent Uyehara; Haight Ashbury Improvement Association, written comments)

"Housing. The City's general plan requires the increased construction of affordable housing, and recent legislation calls for some 60% of new construction to be affordable at various levels. The proposed project does not meet either criteria." (Teresa M. Welborn, written comments)

Response 3.2

Comment noted regarding the size of the commercial space and housing density. No further response is required.

4. AESTHETICS

Comment 4.1

"The DEIR's conclusion that aesthetics and vistas are not affected [is] not true, given that it does not consider the historic and specially designed nature of the Alvord Lake area. The Aesthetics discussions in the DEIR make several inaccurate statements and do not adequately address the issues of aesthetics and vistas.

"First, the discussion of aesthetics ignores Golden Gate Park. DEIR page 4 inaccurately states: 'The proposed in-fill development project would be located in a densely developed urban area and would have height and bulk similar to many nearby four-story buildings.'

"This is an inaccurate statement because it applies only to the east side of Stanyan Street. The west side of Stanyan Street, across the street from the Project site, is open-space parkland for several blocks in each direction." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"I accept that I will lose sunlight. I accept that I will—that I will no longer see that beautiful bump of Clarendon, which I—you know, that's—it is just beautiful." (*Susan Latham, public hearing comments*)

Response 4.1

The DEIR states that the proposed project would have a height similar to other nearby four-story buildings and also notes on page 40, that the project site is across Stanyan Street from the Haight Street entrance plaza to Golden Gate Park, an important visual resource in the area. On page 50 the EIR indicates that the project is located on a visually prominent corner at the gateway between Golden Gate Park and the Haight Ashbury Neighborhood. On page 51, it is acknowledged that pedestrians in the Alvord Lake area of Golden Gate Park have direct views of the project site. Therefore, the DEIR acknowledges the proximity of the project site to Golden Gate Park and accurately describes the character of the project site.

Comment 4.2

"...the Alvord Lake area is a historically significant area (see [*Golden Gate Park Master Plan*] Section 4), one that is not urban, and one that is designed as such. The *Golden Gate Park Master Plan* describes the 'character' and 'function' of the Lake Alvord area as 'naturalistic, reflecting.' (*Golden Gate Park Master Plan*, Chapter 4 Park Landscape, page 4-21.)

"The DEIR admits that the proposed project would alter the appearance of the entrance to the park, but says there is no vista to be affected:

"'It would also be the most prominent structure from this vantage. Although the proposed project would alter the appearance of this gateway area between Golden Gate Park and the Haight Ashbury neighborhood, no scenic vista would be affected.' (DEIR page 59)

"This is not the case. The vista from the historic Alvord Lake area, which has had a vista for over 100 years and is designated as having a vista, would be impacted by the 'dancing house' design lakes and lake settings as important view spaces. Page 4-4 [of the *Golden Gate Park Master Plan*] states:

" ' In addition to the meadows, there are other open spaces that are important elements of the park's design and serve as view spaces. Other open spaces include recreation areas and fields, play areas, gardens, plazas, lakes, lake settings, and building settings. Vistas to and from within these spaces should be preserved and maintained as important view areas.'

"[The] DEIR is inadequate in that it does not depict the vista from Alvord Lake or from Alvord Lake Bridge. It only provides a view of the project from the sidewalk at Haight Street. However, the sight is clearly visible at the Lake and at Bridge, and the design would dramatically alter the aesthesis of the vista. (See attached photos [in Appendix 1, Comment Letters].) [Attachment 1 to this Comment Letter] shows the project site as viewed from the Alvord Lake shore. [Attachment] 2 shows the project site as shown from the side of the Lake, with the Lake in view to the right. [Attachment] 3 shows the project side from inside of the tunnel in the nationally landmarked Alford Lake Bridge.

"Additionally, historical evidence shows that the Alvord Lake and Bridge have had this vista since pre-1906 earthquake times. (See [Attachment 4 to this Comment Letter] from the Bancroft Library, University of California.) The vista itself is historic.

"Clearly, the project would impact these Alvord Lake area vistas, which are the vistas of a historic, designed, and city-designated 'naturalistic, reflective' area. (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

Response 4.2

The DEIR discusses Alvord Lake, the Haight/Golden Gate Park gateway, and potentially affected vistas on pages. 3, 10, 50, 52, 102-104, and in the Initial Study on page 9. Alvord Lake is located about 150 feet west of the Haight Street entrance to Golden Gate Park; the Alvord Lake Bridge is located about 350 feet west of this entrance. They provide views of the project site that are partially screened by vegetation. Views of the project site from passing vehicles on the bridge would largely be obstructed more than half the year by deciduous vegetation. Alvord Lake was constructed in 1882, while the Alvord Bridge, the first bridge constructed of reinforced concrete, was constructed in 1889, at which time Alvord Lake was also enlarged.⁴

Figure 11, on page 57 of the DEIR, is a photo-simulation of the project site from near the Alvord Lake area at the Haight Street entrance to Golden Gate Park. The proposed building would be the most prominent structure visible from this viewpoint in Golden Gate Park. The DEIR notes that the appearance of the gateway area between Golden Gate Park and the Haight Ashbury neighborhood would be altered by the project.

⁴ *Golden Gate Park Master Plan*, adopted by the Recreation and Park Commission on October 1998, http://www.sfgov.org/site/recpark_page.asp?id=30236, viewed on June 9, 2008. Chapter 2, Park History, p. 2-7.

The *Golden Gate Park Master Plan*, Chapter 4, Park Landscape, does not identify the Alvord Lake area or the Lake's view of the project site as having historical significance.⁵ The *Master Plan* chapter's description of Alvord Lake's character and function as "naturalistic, reflecting" is also applied to 10 of the 14 lakes listed on page 21. It describes the function of these landscape elements in the larger Golden Gate Park. The *Master Plan*'s discussion of landscape in Chapter 4 focuses almost exclusively on features, views, and spatial relationships internal to the park boundaries.

The City of San Francisco has not formally designated the view of the project site and cityscape from Alvord Lake or Alvord Bridge as an important or protected scenic vista. The existing view of the project site from Alvord Lake and the Alvord Lake bridge would not be considered a view of particular historic or aesthetic importance. Given the urban setting of the proposed project and the limited extent of the reduction in public scenic views, the proposed project's impact does not rise to the level of a potentially significant environmental impact.

The environmental evaluation also considers the historical nature of Golden Gate Park. Section E.4, Historical Resources, of the Initial Study (pages 30-31, Appendix D, DEIR) states that Golden Gate Park is individually listed as a Cultural Landscape on the National Register of Historic Places and on the California Register of Historical Resources. In addition, the evaluation identifies two San Francisco landmarks within Golden Gate Park. Article 10 of the *Planning Code* lists McLaren Lodge as landmark number 175 and Park Emergency Hospital as landmark number 201. The evaluation concludes that the proposed project would not materially impair these historic resources, would reinstate missing building fabric, and would complete the continuous building wall on both Haight and Stanyan Streets.

Comment 4.3

"There was a good point made about the views from Page Street. [An analysis] should be included." (Commissioner Michael Antonini, public hearing comments)

"I think the issue of the neighbors, a lot of it has to do with views, and granted, that views [are] not protected." (Commissioner Bill Lee, public hearing comments)

"Secondly, I think the EIR totally disregards the hundreds of people living on Page Street that are looking back on that property. There's not even—there are views from Stanyan. There are views from Haight Street, but there are no views from what is going to happen the way it is going to look for the people on

⁵ Ibid.

Page Street, and I think that that should be taken into consideration. I feel that the people on Page Street are kind of blown off, like, well, this stuff happens and you've just got to live with it." (*James Assing, public hearing comments*)

"The building height impact on my property, or any of the other close-by properties, was not addressed in the EIR. There are no rendered photos of the adjacent properties on pg. 52 of the EIR.

"Architectural Design—The proposed architectural design of the building doesn't fit in with the neighborhood or traditional [San Francisco]'styles. It is a European Retro-Modern design from the 1970s. It's ugly—what will the back of the apartments look like facing my property?" (*Kathleen Hanrahan, written comments*)

"And once again, the—you know, there's rendering—photos rendered from all different areas of that neighborhood, but nothing from Page Street. I would like to know what I'm looking at from my backyard." (*Kathleen Hanrahan, public testimony*)

Response 4.3

The DEIR analysis of aesthetic issues, on pages 50-60, discusses the proposed project's potentially significant impacts. The residential flats, apartment buildings, and other land uses on Page Street are noted in the DEIR (page 51). Pedestrians and drivers have limited views of the project site from nearby portions of Haight and Stanyan Streets. The project would not be visible from most public locations on Page Street due to the presence of intervening buildings except the sidewalk and street directly in front of the private driveway leading to the rear of the lot at 1965 Page Street.

The DEIR discusses private view impacts on page 59, including those for buildings adjacent to the project site and fronting on Page Street. Figure 11 on page 57 shows that the proposed building would be visible in private views through the rear windows of the buildings adjacent to the project site's northern lot line. As stated on page 59 of the DEIR, "[s]ome existing private views from locations across Haight Street, down Haight Street to the east a few blocks, and from some buildings on Shrader Street on Page Street on the project block may be partially or fully blocked by the proposed building. The changed private views for some nearby residents would be an unavoidable consequence of the proposed project and may be an undesirable change for some individuals. However, given the dense urban setting of the proposed project and the limited reduction in private and publicly accessible open space views, corridor views, and scenic vistas, the proposed project's impact on views would not be considered a significant environmental impact." Some obstruction of private views is a typical outcome of development in an urban setting, and is not generally considered a significant impact under CEQA.

Comment 4.4

"You know, I do share—I think it is a visual impact [that] has been analyzed in here, but—you know, and at this point, we're not commenting on the architecture itself, although I might have some concerns later on when the project comes forward as far as the design of the outside." (*Commissioner Michael Antonini, public hearing comments*)

"Since this building is at one of the main entrances of Golden Gate Park, I hope the building design will be more attractive than the one shown in the DEIR." (*Joan Downey, written comments*)

"As I am happy to learn, the proposed project façade is still being discussed. With the cultural and historical nature of this neighborhood, the project look should be appropriate. The rendering in this report does not resemble the look or feel appropriate for the official entry way to Golden Gate Park or the historic Haight Ashbury neighborhood." (*Holly Edson, RN, written comments*)

"Stephen Antonaros' proposed building is both cheap and garish in design. It's sharply protruding angles and chaotic facade is offensive to the eyes. It proves that the project is merely a for-profit venture. It symbolizes the careless and uncaring aspects of the business world, one that objectifies consumers and the environment while focusing on enriching its corporate CEOs and stockholders. Such a building, with its heavy flow of traffic, would mar a historic neighborhood that needs protection." (*Ariane Eroy, written comments*)

"I am also concerned that the aesthetics of the proposed façade of the 690 Stanyan Street development do not fit in, nor are they in keeping, with the Victorian-era buildings around it. The proposed design is cluttered and obtrusive which is sad considering its proximity to the Stanyan Park Hotel at Stanyan Street and Waller Street (1 block to the South) which has a vastly more refined and tasteful design. It is inappropriate to simply put the review of the impact of this important façade, which will establish a significant future part of the 'Gateway to Golden Gate Park' to the Planning Department and Planning Commission as part of a separate project review when the nearby Stanyan Park Hotel is on the National Register of Historic places. Since the proposed building will likely still be standing 100 years from now, since the building will be in an architecturally significant neighborhood, and since San Francisco and the historic Haight-Ashbury values historic preservation, we owe it to future generations to design a much better façade. This can be done, and should be considered as part of the EIR process given its architectural, historical, and locational prominence." (*Larry Ferguson, written comments*)

"Architecture: For people entering the Haight Ashbury from Golden Gate Park, this new building will dominate the first glimpse of this world-famous neighborhood. The Haight Ashbury is not only famous for the Summer of Love, but for its Victorian and Edwardian architecture. Nearly all the buildings along Stanyan Street and across from Golden Gate Park are Queen Anne Victorians or Edwardian apartments. The two exceptions are St. Mary's Hospital and McDonald's.

"The architectural renderings show the proposed building as harsh and cold, rather than rustic and warm. The brutal modern steel structure is insensitive to the traditional architectural character of the Haight Ashbury and clashes with the naturalistic landscape of Golden Gate Park. Shouldn't this prominent new building be designed to fit into the architectural character of the neighborhood as mandated by Proposition M? Shouldn't this building be designed to be sensitive to the naturalistic landscape of Golden Gate Park?" (*Greg Gaar, written comments*)

And finally, the proposed architectural design of the building just doesn't fit with the neighborhood or the traditional San Francisco styles. There's one project that is already in the neighborhood built by the Brennans and it is an eyesore to many people. It is just—it doesn't stay with the ambiance of the neighborhood." (*Kathleen Hanrahan, public testimony*)

"And most of all, I think the building design is just hideous and does not do justice to the entrance of Golden Gate Park or to San Francisco. It is a shame, and the neighborhood and the park deserve better. Please amend the EIR to address my concerns." (*Martha Hoffman, public hearing comments*)

"I have lived in the Haight for 40 years and own property on Shrader St. I think the proposed development of the Cala site is ugly. This is the entrance to the Haight. The architecture of the Haight is mostly Victorian, Edwardian, built before and after the '06 quake. This development looks like it belongs South of Market, or in Oakland. It looks like it was designed by a committee. This is a selfish attempt of the developer to force a bad design on all of us. The market would cause lots of traffic and the hole that has to be dug on the shores of ancient Alvroid Lake just across the street is too deep, they will hit water. Please scale down this monstrosity. A change in the design is necessary." (*Stu Jenkins, written comments*)

"Another significant concern is that the building will be very out of place, and frankly, an eyesore. It appears the builder plans to construct a modern-style building, which clashes with the Edwardian architecture of other buildings, and old and much-loved character of the nearby independent stores, such as Amoeba Records. The unique aesthetic of Haight Ashbury is part of its incredible appeal. The proposed condominium/retail structure would conflict with and disrupt the character of this historic neighborhood." (*Elizabeth Kroboth, written comments*)

"Further, ... not only is the proposed building design not compatible with the vista, the building would not be similar to surrounding buildings because of its unusual design, as depicted in the EIR. The 'dancing house' design [is] out of character with [the] neighborhood, which consists mostly of 1880's and 1890's Victorian-era buildings. The EIRs conclusion that the building design is compatible with the surroundings is inaccurate." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"National Register of Historic Places Stanyan Park Hotel façade; the proposed facade is not in keeping with the character or aesthetics of our neighborhood (page 60)." (*Susan D. Latham, written comments, February 25 and March 10, 2008*)

"Frank Gehry's 'Dancing House' design and pastel colors are out of character with neighborhood and the park entrance. This design concept is great for a new office building to symbolize urban renewal and development, i.e., SOMA." (*Susan Latham, written comments, February 23 and 25, 2008*)

"The draft EIR basically punts [project design] review to the Planning Department and Planning commission as 'part of the project review, a process separate from the environmental review'" (*Susan Latham, written comments, February 25, 2008*)

"We have seen the design rendering and are admittedly very disappointed. While we realize that design aesthetics are subjective, we feel that this design is not in keeping with the neighborhood or with its prominent location at the gateway to Golden Gate Park and, in the reverse, a gateway to the Haight-Ashbury Neighborhood—we feel very strongly that this property should reflect the historic architecture of the neighborhood, especially given its prominent position relative to the park entrance and the Haight. Whole Foods is supposedly a community-oriented company, yet this design doesn't reflect this

community at all. In fact, it appears uncomfortably similar and 'cookie-cutter' to the one in Portrero Hill. We would like to see something that blends with the neighborhood, similar to the look and feel of Broderick Place (corner of Broderick and Fell), which houses retail and the Faletti Foods store along with a bank and café[, and approximately] 70 condos and townhomes (in other words, similar uses to this proposed development—so we know that it's possible." (*Elizabeth and Jason Misner, written comments*)

"I think the exterior design leaves much to be desired and it's likely to look and feel 'dated' very soon and look like a low quality developer's taste design, [although] I believe the concept has much to be desired and that the neighborhood will benefit greatly from this facility." (*Benito Noyola, written comments*)

"The proposed architecture is hideous." (*James Rhoads, written comments*)

"I have just read a review of the Stanyan project in the 'Haight Ashbury Beat.' While I support the proposed scope and use of the property I am simply appalled at the aesthetics. I am an admirer of much of the modern architecture being built in the city. But this is among the worst, clichéd schlock I have ever seen. The pseudo sheds anchored by a caged Waring Blender are totally out of character in the neighborhood; or anywhere in our beautiful city for that matter. This, unfortunately, will [sit opposite] one of the main entrances to Golden Gate Park for decades to come, where it will be viewed by horrified thousands. Please insist that the project owners hire an architect to provide a more thoughtful, fitting facade. Excellent modern design would be welcomed." (*John F. Ungar, written comments*)

"Housing Design. The proposed project's draft design is an insult to this neighborhood, which was largely built out by 1890, and to Golden Gate Park. Something more character with the Victorian neighborhood is needed, at minimum." (*Teresa M. Welborn, written comment*)

"The building is an eyesore degrading the local aesthetic." (*David Wills, written comments*)

Response 4.4

The comments regarding project design preferences are noted. As noted above under Response 4.3, comments on the characteristics and merits of the proposed project design should be directed to the Planning Commission during the project entitlement process, separate from the environmental assessment. The CEQA aesthetics analysis evaluates whether a project's height, bulk, and scale would degrade the visual character of the site or surrounding area substantially and adversely. The DEIR concludes, on page 60, that the proposed project would be compatible with the varied surrounding buildings, and that it would not degrade the visual character of the site and surrounding area substantially and adversely.

Although there are many Victorian-era buildings in the vicinity of the project site and in the Haight-Ashbury neighborhood, the area is characterized by a variety of building types and

styles, particularly along both Haight and Stanyan Streets. The project site is not located in an historic district subject to protection under CEQA.

The comments regarding project design preference are noted. Such comments on the characteristics and merits of the proposed project design are issues for consideration by the Planning Commission during the project review process. As noted on page 60 of the DEIR the proposed project's final architectural design and articulation would undergo evaluation by the Planning Department and Planning Commission as part of the project review, a process separate from the environmental review. The proposed project's final design would be determined at that time. Design and aesthetics are by definition subjective and open to interpretation by decision-makers and members of the public. The proposed project would not cause a substantial and demonstrable negative visual change, and its aesthetic and urban design impact would be less than significant.

Comment 4.5

"Just for edification of some people who may have only seen the drawings in the EIR of the proposed exterior of the building, I think staff has been subsequently working with project sponsor on revising the exterior design at least. I don't know if that affects the unit mix or anything, but—or the massing or scale, but I do know that in terms of actual facade design, I think there has been movement on that note." (*Commissioner Bill Sugaya, public hearing comments*)

Response 4.5

The comment regarding the evolving project design during the Department's separate review of the project is noted. Please see also Response 4.4.

5. HISTORIC

Comment 5.1

"I did not see ... a mitigation measure addressing possible impacts to the historic setting of Golden Gate Park, a National Register of Historic Places and California Register of Historical Resources listed property. Historic setting is one of the qualifying criteria for both registration programs and adverse impacts to it could affect this historic property and its standing on these registers." (*Leigh Jordan, California Historical Resources Information System, written comments*)

"Historic Resources and Landmarked features in the Alvord Lake Area: The project site is located directly across Stanyan Street from the Alvord Lake area in Golden Gate Park, which is the historic entrance to the

park. Although the DEIR proposes mitigation for historic resources, this is limited to archeological monitoring (page 11). The DEIR does not provide analysis of the 125-year-old Alvord Lake area and its nationally recognized, historically and architecturally significant pre-1906-earthquake features.

"The Alvord Lake area has two historically significant features, Alvord Lake Bridge and Alvord Lake. Taken together, they comprise a unique area, one of the oldest in Golden Gate Park and the western United States. The DEIR does not even mention the Alvord Lake Bridge.

"The Alvord Lake Bridge is of national historical significance and is designated a National Civil Engineering Landmark by the American Society of Civil Engineers. The Alvord Lake Bridge was the first steel-reinforced concrete bridge built in the United States. It was built in 1889 by Ernest L. Ransome, and is the oldest steel-reinforced bridge in the country. The bridge contains several unique original architectural features that still exist today, including a long pedestrian tunnel with artificial stalactites and a faux stone front and rear.

"The Alvord Lake Bridge is noted for its engineering, architectural, and historical significance in numerous well-known reference books and textbooks on civil engineering and architecture, including: *Sir Banister Fletcher's a History of Architecture* by Banister Fletcher and Dan Cruickshank (1996); *The Smithsonian: A Guide to Its National Public Facilities in Washington D.C.* by Charlotte L. Sclar (1985); *America Transformed: Engineering and Technology in the Nineteenth Century* by Dean A. Herrin (2002); *American Building Art: The Nineteenth Century* by Carl W. Condit (1960); [and] *Great American Bridges and Dams* by Donald C. Jackson (1988).

"The DEIR provides no analysis of the potential impacts on the bridge, including extra traffic driving over the bridge generated by the project, impacts on vistas, or the aesthetic compatibility of the project with the Landmark.

"The other historically significant feature of the area is Alvord Lake, which was built in 1882. Alvord Lake was one of the first features of Golden Gate Park (according to the *Golden Gate Park Master Plan*, Park History, Pages 2-7 and 2-13.) It is a man-made park attraction in the style of the late 19th century. The shape of Alvord Lake shaped is sculpted with a concrete bottom and side and contains a fountain.

"Together, the Alvord Lake and Alvord Lake Bridge form a unique historic area of the park, designed as whole. The DEIR does not consider this significance or analyze the impacts of the project on the area." (Norman Laforce, *Sierra Club, San Francisco Chapter*, written comments)

Response 5.1

The DEIR assesses the proposed project's historical architectural resource impacts in the Initial Study, pages 29-31 (Appendix A, DEIR). The discussion states that Golden Gate Park is individually listed as a Cultural Landscape on the National Register of Historic Places and on the California Register of Historical Resources. It also identifies McLaren Lodge and Park Emergency Hospital as historic San Francisco Landmarks listed in Article 10 of the *Planning Code* (landmark numbers 175 and 201, respectively). The Initial Study concludes that the proposed project would not materially impair these historic resources, and therefore would not have a significant impact. Also see Response 4.2.

Section 15064.5 of the CEQA Guidelines defines "historical resources" for the purpose of environmental review. The commenter has submitted information suggesting that the Alvord

Lake and/or the Alvord Bridge are historical resources, indicating that one or both of these features could have individual significance beyond its location in Golden Gate Park, itself an historical resource. If the proposed project had the potential to alter or materially impair either of these features, their potential historical significance and the effect of the proposed project on them would be issues for consideration by the Planning Department. However, as the project would not involve any such alteration, there would not be a potentially significant effect on either Alvord Lake or the Alvord Bridge.

Based on the DEIR's transportation analysis, the proposed project would not be expected to increase circulation on Kezar Drive to an extent that would be expected to compromise the stability of the Alvord Bridge, either individually or cumulatively.

6. TRANSPORTATION/TRAFFIC

Comment 6.1—Seasonal Analysis

"I do believe that from a traffic point of view, in the majority of the EIRs, I see there [are requests for] disclosure about volume of traffic at different times of the year as expressed by people's concern..." *(Commissioner Kathrin Moore, public hearing comments)*

"I must admit I haven't read the entire EIR, but I think that with respect to—the purpose of the EIR is to be a public disclosure document and from that standpoint, if it doesn't treat transportation except for a couple of days in the winter, I would think that that is a serious concern and a flaw that should be looked at. For me, I would think that traffic during the summer, both pedestrian and vehicular and maybe tour buses is much heavier in the Haight and probably less so in the winter months, so I would think that the analysis should at least try to get some information with respect to traffic and transportation during the summer months." *(Commissioner Bill Sugaya, public hearing comments)*

"The traffic study was done during the months of November and December. These are slow months for our neighborhood, so the data collected contributes to an inaccurate assessment. There are far more people in the neighborhood during the summer months." *(Cathy Bellin, written comments)*

"My chief concerns relate to the Transportation Study, dated January 3, 2008, that was prepared by LCW Consulting. Based on this Transportation Study, the DEIR on Page 84 concludes that 'the proposed project would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian or bicycle conditions.'

"However, this conclusion of the DEIR is based on a materially flawed and defective Transportation Study that fails to consider crucial issues that determine the actual traffic patterns that exist not just during narrow points in time, but during the entire year. The Transportation Study also fails to mention numerous significant contributors to the traffic patterns that a holistic and complete study must consider. These flaws, if not addressed, would pave the way for a development that not only creates traffic snarls,

but also the greater likelihood of serious traffic accidents and injuries, especially at the key intersection of Haight and Stanyan Streets.

"First, there is an intrinsic seasonal bias in the traffic sampling methodology used by LCW Consulting that is especially pronounced given the nature of the location of the subject as the 'Gateway to Golden Gate Park': an internationally known destination. In particular, the two days selected for the Traffic Study were November 30 and December 2, 2006 (between Thanksgiving and Christmas). This 'point-in-time' data sampling methodology is seriously and materially biased since it—by accident or design—selects the time-period when the fewest car, bicyclists, and pedestrians would be counted. For instance, the point-in-time selected is one which has the fewest Golden Gate Park picnickers, the fewest tourists, the fewest Park Concerts, and the lowest temperatures. There was no discussion of any seasonal issues, nor any proposed adjustments to the data to account for times of the year during which Golden Gate Park use is greater than the time selected (again, the sampling occurred between Thanksgiving and Christmas).

"The significant and material underestimation of the traffic and pedestrian trip generation counts colors every other piece of data that is derived from this, and thus, calls into question the reliability of the Transportation Study itself and the DEIR informed by it. (By the way, as is widely known, JFK Drive is closed on Sundays, so obtaining both Saturday and Sunday data samples would be more objective, rather than obtaining only Saturday samples.) At a minimum, the consultant should have also obtained data in the peak park use months, and not relied solely on data gathered at a point-in-time at which park use is at its lowest. This points to a lack of objectivity or an inadequate level of performance, either of which should have been addressed.

"It is clear to anyone with a passing familiarity of this section of the Haight-Ashbury that the pedestrian, vehicular, and bicycle traffic is higher in the Spring, Fall, and especially the Summer (remember the Summer of Love?), and it is not clear how City Planning did not advise LCW Consulting that a point-in-time data sampling approach would be inadequate and inappropriate here given the nature of the location as a seasonal tourist mecca as well as an important emergency services and transit thoroughfare for the area which includes hospitals and a fire station. Why didn't the Planning Department insist on additional data sampling be used from other points during the year such as the summer in order to obtain a more objective picture of the volume of all traffic and what this might mean should the proposed project be constructed as proposed? What quality assurance plan does the Planning Department implement to ensure that such oversights do not occur on future studies, or do the problems with this study relate to weaknesses in the Planning Department's own Transportation Impact Analysis Guidelines, or did Planning staff simply miss these issues during the transportation scoping meeting that occurred on October 24, 2006? In essence, is this failure to consider seasonal bias error and holistic considerations a systemic, procedural failure, or staff performance, or a combination of both? What steps are being undertaken by City Planning to prevent this on future Transportation Studies for other proposals?

"Getting back to the subject, what steps will be taken to address the clear weaknesses of the current Transportation Study on which part of the 690 Stanyan Street DEIR is based? Unless the Transportation Study is redone to address the concerns above, the DEIR itself will be unreliable and therefore, the proposed project should not be approved. It is simply unacceptable base an EIR on flawed data and on an analysis that takes pieces of a puzzle (but not all the pieces), but does not consider the seasonal, holistic context and implications. Our public safety is at stake here, so please consider this carefully." (*Larry Ferguson, written comments*)

"The traffic study in the EIR was conducted during November and December of 2006, when tourist traffic in and around Golden Gate Park is much lower than during the summer months." (*Kathleen Hanrahan, written comments*)

"You have multiple comments from HANC members, and from this letter, regarding how the dates used to measure traffic were [the] wrong dates. The only appropriate dates are when there is activity in the park, and that happens when the weather is decent and people want to use the park. The end of November and December is exactly the opposite. A new study must be done. Please also include the impacts of the soon-to-be-reopened Academy of Science and of usage of the Children's Playground. A Sunday should be included because of the closure of JFK Drive.

"It is difficult to understand why an environmental evaluation which started nearly 2 years ago couldn't measure 'transportation' impacts when there were activities and warm weather in Golden Gate Park, but only measured 2 days between Thanksgiving and Christmas when the weather is at its worst and the park has relatively few users." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The effects that the project will have on traffic were measured primarily by Traffic Intersection Level of Service studies that were conducted in November and December 2006. (pages 64-65). But November and December are slow months in the neighborhood. Similar studies should be conducted during busier times (April through October), and would likely show longer delays at the measured intersections." (*Richard Ivanhoe, written comments*)

"[The EIR] also does not take measurements during the times when the park generates the most vehicle/bicycle/pedestrian traffic, which are the summer and early fall months on weekends. The DEIR also underestimates the existing conditions concerning the amount of traffic, and underestimates the number of car trips generated by the project. Therefore, the DEIR's conclusion that the proposed project would not result in a significant traffic impact is not based on adequate information or analysis. The following [comments] provide more details.

"Underestimation of existing conditions vehicle/pedestrian/bicycle traffic: based on low traffic season: the DEIR underestimates the project's impact on vehicular, pedestrian, and bicycle traffic, and on the impact on pedestrian and cyclist safety, because the traffic counts used to calculate existing conditions were conducted in seasonally low-use months. This applies to pedestrians, motorized vehicles, and bicycles...Similarly, the studies for intersection operating conditions and Levels of Service were conducted in November and December 2006 (DEIR page 64). However, the highest levels of traffic at the project site are in the summer and early autumn months that are the season of large special events. (See the next section [of comment letter included in Appendix A], Section 2C.)

"Thus, the DEIR does not adequately estimate existing traffic conditions, and therefore does not adequately predict the impact of the project on existing traffic conditions." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"[The] EIR is based on existing CALA trips and two dates: November 23rd and December 3rd, very quiet time of the year...Golden Gate Park Summer Festival and Event season, i.e., there are multiple events in the east end of Golden Gate Park, as well as Kezar Stadium and Pavilion, Sharon Studio, Children's Park and carousel. A skate boarding park is planned for development at Waller and Stryan Street..." (*Susan Latham, written comments February 23 and 25, and March 10, 2008*)

"Commissioners discussed the validity of a traffic study conducted in the November/December timeframe. HAIA has many members who have lived in the vicinity of the project for more than 20 years. HAIA feels that traffic in the area around 690 Stryan St. is in fact quite constant in volume throughout the year. The holidays at year's end if anything represent a high water of activity at that intersection, and is as good a measure of it as any other time of the year. Also, as the study was conducted after October, 2007, a temporary parking lot using the old Cala site was opened and cars were circulating to and from

that intersection, not unlike what might be expected with an open market and 62 units of housing." (*Ted Loewenberg, Haight Ashbury Improvement Association, written comments*)

"Also, I think it is a good idea to have the garage on Stanyan because it does not interfere with Muni. The old Cala parking lot had two entries and quite often I saw a car trying to get into the lot on Haight but wasn't able to get in because of pedestrians and the bus behind it had to wait, so I think this will not interfere with Muni at all." (*Doerte Murray, public hearing comments*)

"Our primary concerns relate to the Transportation Study, dated January 3, 2008; that was prepared by LCW Consulting. Based on this Transportation Study, the DEIR on page 84 concludes that 'the proposed project would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian or bicycle conditions.'

"However, this conclusion of the DEIR is based on a materially flawed and defective Transportation Study that fails to consider crucial issues. These issues determine the actual traffic patterns that exist not just during narrow points in time, but during the entire year. The Transportation Study also fails to mention numerous significant contributors to the traffic patterns that a holistic and complete study must consider. These flaws, if not addressed, would pave the way for a development that not only creates traffic snarls, but also the greater likelihood of serious traffic accidents and injuries, especially at the key intersection of Haight and Stanyan Streets.

"First, there is an intrinsic seasonal bias in the traffic sampling methodology used by LCW Consulting that is especially pronounced given the nature of the location of the subject as the 'Gateway to Golden Gate Park': an internationally known destination. In particular, the two days selected for the Traffic Study were November 30 and December 2, 2006 (between Thanksgiving and Christmas). This 'point-in-time' data sampling methodology is seriously and materially biased since—by accident or design—it selects the time-period when the fewest cars, bicyclists, and pedestrians would be counted.

"For instance, the point-in-time selected is one which has the fewest Golden Gate Park picnickers, the fewest tourists, the fewest Park events, and unfavorable weather conditions for outdoor events...

"The significant and material underestimation of the traffic and pedestrian trip generation counts colors every other piece of data that is derived from this, and thus, calls into question the reliability of the Transportation Study itself and the DEIR informed by it...

"Unless the Transportation Study is redone to address the concerns above, the DEIR itself will be unreliable and therefore, the proposed project should not be approved. It is simply unacceptable to base an EIR on flawed data and on an analysis that takes pieces of a puzzle (but not all the pieces), but does not consider the seasonal, holistic context and implications. Our public safety is at stake here, so please consider this carefully." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"Traffic. Page 8, 'The proposed new building... would not impede the passage of persons or vehicles.' The LOS study was done during winter months, after the Cala Store was closed. The study was an extrapolation, rather than an actual traffic study, and is not an accurate representation of the traffic impacts." (*Teresa M. Welborn, written comments*)

"Failure of the DEIR to objectively and completely address the parking impacts of the proposed project and its failure to address conflicts with public transit and pedestrians.

"The DEIR is incomplete because it sets as its traffic study period a time when pedestrian and traffic are unusually low, thus dramatically underestimating the parking garage impacts. By making the traffic

study in the winter the high volume of pedestrian and automobile common in the summer months at the site were missed.

"The DEIR should be amended with a new traffic study done in the summer months which takes specific attention to transit, traffic and pedestrian conflicts with the proposed parking garage.

"The DEIR fails to address the proximity to the proposed site of large, public gatherings in the eastern portion of Golden Gate Park such as the Bluegrass Festival, Ala Carte in the Park and Opera in the Park." (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

"The first and most important deficiency of this EIR is its traffic analysis. The traffic study was done in, one hopes innocently, but was done in the period of November to December, quite probably the least most active area of this—of the site.

"You need to direct the parking study to be redone for the summer months which is much more accurately where the impacts will be. You will hear more from other members." (*Calvin Welch, public hearing comments*)

Response 6.1—Seasonal Analysis

The 690 Stanyan Street Transportation Study was prepared following the *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*TIA Guidelines*), prepared by the City and County of San Francisco Planning Department. The scope of work developed by the Planning Department included the specific issues to be examined and general assumptions and approach, including the location of analysis intersections and study area boundaries. The scope of work for the project was approved in November 2006.

As indicated on page 7 of the transportation study, traffic counts were conducted on sunny and warm days in November and December 2006. As is standard for the San Francisco Planning Department, intersection turning movement volume counts were conducted on one day, and not averaged from several days worth of data. The weekday p.m. peak period counts were conducted on November 30, 2006, while the Saturday midday peak period counts were conducted on December 2, 2006. Counts were conducted on these days, since the weather was still warm and sunny, the cold and rainy season had not yet begun, and UCSF was in session. Prior to starting the traffic analysis, the traffic volume counts at the intersection of Stanyan/JFK Drive were compared to counts conducted by the San Francisco Municipal Transportation Agency ("SFMTA") on two weekends in August 2006⁶. The SFMTA counts indicated that traffic volumes were about two percent greater on a sunny day than on a foggy day. Saturday midday period counts conducted for the proposed project on a warm clear day in December 2006 were about 5 percent greater than the sunny day counts in August 2006, and about 8 percent greater

⁶ SFMTA traffic volume counts are on file and available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Ste 400, as part of Case File No. 2006.04601.

than the foggy day counts in August 2006. Since the December 2006 counts were greater than the August 2006 counts, and since additional traffic counts were not available for comparison, no additional adjustments were made, and the December 2006 counts were determined to be valid for use in the traffic analysis.

While a full set of traffic volume data in the vicinity of the project site is not available to establish a pattern, the experience of transportation planners in San Francisco has been that the weather (e.g., sunny, hot, foggy, rainy), rather than time of year, is more reflective of visitor trips to recreational areas such as Golden Gate Park or Fisherman's Wharf.

The transportation impact analysis presented on Draft EIR pages 72 to 84 was conducted for the weekday p.m. and Saturday midday peak hours, the times that the proposed project would have the greatest potential to impact transportation conditions. A Sunday analysis was not conducted, since, in the vicinity of the project site, traffic volumes are generally similar to or lower during the Sunday midday peak hour than during the Saturday midday peak hour. In addition, supermarket trip generation on Sundays is less than on Saturdays, and therefore project impacts would be less.

Please refer to Response 6.5 on page 115 for a discussion of the topic of special events in Golden Gate Park.

As part of this Comments and Responses effort, additional traffic and pedestrian volume counts and analysis were conducted at selected locations to determine whether April and May 2008 counts would be substantially different from the November and December 2006 counts used in the impact analysis, and, if so, whether analysis results would be different.

Traffic volume counts were conducted during the weekday p.m. peak period (April 30, 2008), and during the Saturday midday peak period (May 3, 2008) at the intersections of Stanyan/Fell, Stanyan/JFK and Stanyan/Haight. Comparison of the overall intersection volumes between the November/December 2006 and April/May 2008 counts, indicated that during the weekday p.m. peak hour, the April 2008 counts were between 6.5 and 8.9 percent higher than the November 2006 counts. During the Saturday midday peak hour, the May 2008 traffic volumes were between 5 percent lower (at Stanyan/Haight) and 7 percent higher than the 2006 counts. The differences in traffic volumes are likely attributed to daily variation, rather than significant increases in visitors to Golden Gate Park, as no large events were occurring during the recent counts.

In order to determine if higher traffic volumes would affect the results of the impact presented on pages 72 to 77 of the DEIR, a sensitivity analysis was conducted at two of the intersections—at Stanyan/Haight (signalized intersection) and Stanyan/Page (unsignalized intersection).⁷ At these two study intersections, the 2006 weekday p.m. peak hour volumes were increased by 8 percent, and the 2006 Saturday midday peak hour volumes were increased by 4 percent. The results of the intersection level of service analysis for existing-plus-project conditions indicated an increase in the average delay per vehicle of one to three seconds per vehicle during the weekday p.m. peak hour, and about one to six seconds per vehicle during the Saturday midday peak hour. The overall intersection level of service operating conditions remained the same as presented in DEIR Table 3 on page 73. Based on this sensitivity analysis, no additional traffic data collection or new analyses were determined to be required.

Pedestrian volume counts were conducted at the crosswalks of the intersection of Stanyan/Haight during the Saturday midday peak period on May 3, 2008. Comparison of the overall intersection pedestrian volumes at the three crosswalks indicated that the May 2008 volumes were about 50 percent higher than the December 2006 volumes. Crosswalk analyses using the May 2008 pedestrian volumes indicates that the three crosswalks would continue to operate at LOS A conditions for both existing and existing-plus-project conditions. Based on this comparison, no additional pedestrian volume data or new analyses were determined to be required.

Comment 6.2—Bicycle Safety

"Page Street is part of the Citywide Bicycle Route #32. The report states that Page Street will be used for both northbound garage bound trips and southbound garage exiters. This is due to the left hand turning mitigation into and out of the proposed garage entrance on Stanyan Street. I see no mention of how bicycle traffic would be impacted." (*Holly Edson, RN, written comments*)

"Page 41 recites that there is a bicycle shop on Stanyan. Yes there are bicycle and skateboard businesses in this area because there is a network of bicycle routes and skateboard places in this immediate area.

"Please discuss the active recreation that goes on all around this site and how it may be impacted by traffic which will be generated, and queues for the garage." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The DEIR section on Bicycle Conditions (page 68) does not state when measurements for bicycle traffic were taken, or even if measures were made at all. The only mention of an actual study does not refer to counts: 'During field surveys, a number of bicyclists were observed riding on Stanyan Street adjacent to the project site.' (Page 69.)

⁷ LOS calculations for the sensitivity analysis are on file and available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Ste 400, as part of Case File No. 2006.04601.

"Furthermore, the DEIR does not report existing conditions on the adjacent Page Street, which is Bicycle Priority Street identified in the San Francisco *Bicycle Plan* and which is designated San Francisco Bicycle Route 32, the main bicycle artery between the Haight/Golden Gate Park neighborhood and the Civic Center.

"Without stating when, or even if, bicycle counts were conducted around the project site, including Bicycle Route 32, the DEIR does not adequately describe existing bicycle conditions, and thus does not adequately judge the impact of the project on bicycles.

"There are additional comments in Section 2H of [this comment letter, Appendix A of this document]

"Inadequate analysis on impacts on Page Street as a Bicycle Priority Street: as the DEIR points out, Page Street is designated as San Francisco Bicycle Route 32, the main bicycle artery between the Haight/Golden Gate Park neighborhood and the Civic Center. Page Street is also the site of a heavily used SF Boys and Girls Club, which brings a lot of cars.

"However, the DEIR's Improvement Measure 1 for the proposed project violates the San Francisco *Bicycle Plan* and makes conditions less safe for cyclists.

"The project site is also located half a block from Page Street, a Bicycle Priority Street and designated Bicycle Route 32, which feeds into the Page Street/Stanyan bicycle entrance to Golden Gate Park. This is [one] block north of the Haight/Stanyan entrance.

"San Francisco *Bicycle Plan* (Chapter 6) identifies Page Street between Stanyan and Market Streets as one of the city's streets that has the 'highest priority due to their importance to bicyclists.' According to the *Bicycle Plan*, Page Street is a 'Bicycle Priority Street,' which is 'a low traffic volume alternative where bicycles and motor vehicles can share the roadway without conflicts.'

"The *Bicycle Plan* further states 'Traffic calming strategies are needed to prevent the diversion of motor vehicle traffic to the newly prioritized bicycle street.'

"However, the Improvement Measure 1 (DEIR page 17 and page 115) for the Proposed Project adds diversion of traffic onto Page Street. Rather than being an improvement, this would worsen conditions of the Page Street Bicycle Thoroughfare.

"Improvement Measure 1 states on page 115:

"'...left turns into and out of the garage would be restricted. Left turns would be restricted via signage, and raised centerline bumps would discourage southbound left turns into the garage and left turns from the garage onto southbound Stanyan Street. Entering and exiting traffic would be restricted to right turns only....Traffic destined to the south would likely use Page and Shrader Streets to Waller or Frederick Streets to access Stanyan Street southbound. Vehicles traveling to the site from the north via Stanyan Street would likely use Page Street, Shrader Street and Haight Street to access Stanyan Street northbound.'

"The DEIR does not offer any Improvement Measures or Mitigation Measures to mitigate the increased diversion of traffic onto the Page Street Bicycle Priority Street in violation of the *Bicycle Plan*.

"The DEIR Significance Criteria for Bicycles (page 71) says 'The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.'

"Yet, the DEIR concludes that the proposed project 'would not result in a significant bicycle impact' (page 81), even though it would divert more traffic onto the Page Street Bicycle Priority Street without mitigation. This conclusion cannot be made, because the DEIR does not analyze the impact [on] bicycles of diverting traffic onto Page Street, and whether this diversion would create potentially hazardous conditions for bicyclists or substantially interfere with bicycle accessibility to the site and adjoining areas, which includes Golden Gate Park.

"Based on the DEIR numbers for increased vehicle and bicycle trips, it appears that potentially hazardous conditions for bicyclists would be created and it would substantially interfere with bicycle accessibility, which means that the project is of significant environment impact. The analysis needs to occur.

"Also, the underestimation of vehicle and bicycle traffic described in Sections 2.A and 2.B of this document will also have an impact on bicycle safety and accessibility to the adjoining areas including Golden Gate Park." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"Section III, Bicycle Impacts, Page 81: The project would add new bicycle trips to the project site. Pedestrian and vehicle congestion, compounded by a heavily signalized area and absence of bicycles lanes on Stanyan Street, may result in more cyclists using Golden Gate Park for shortcuts and consequently, the potential for more bicycle/pedestrian conflicts. The DEIR should include analysis on the potential for an increase in conflicts; if the analysis finds that the project would have a significant effect on bicycle or pedestrian circulation, the project should included mitigations to reduce or avoid this effect on the park." (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

"Furthermore, the study overplays the role of automobiles in the area, to the detriment of ... bicyclists." (*Teresa M. Welborn, written comments*)

Response 6.2—Bicycle Safety

Field observations of bicyclists were conducted in May, November, and December 2006. Consistent with the scope of work outlined by the Planning Department, bicycle counts were not conducted, rather, a qualitative assessment of conditions was conducted based on observations during weekday and weekend conditions.

DEIR page 68 identifies Page Street as part of Bicycle Route #32, consistent with the 2005 *Bicycle Plan* now undergoing environmental review. The bicycle route network could be re-evaluated as part of implementation of the 2005 *Bicycle Plan* to define and identify "bicycle arterial streets" that take into consideration the SFMTA's Traffic Calming Guidelines and San Francisco's Transit First Policy. Page Street is marked with "sharrows," indicating that bicycles and vehicles share the travel lanes.

As indicated on DEIR page 115, implementation of Improvement Measure 1 could result in an increase in traffic volumes on Page Street, Shrader Street, Haight Street, Waller Street, and Frederick Street. While traffic volumes would increase as a result of the proposed project, no aspect of the project would prevent continuation of roadway sharing by bicyclists and motorists and bicycle access to Golden Gate Park would not be impeded. The proposed project would not result in significant impacts on bicyclists, and mitigation measures are not required. It should be noted, however, that the SFMTA plans to install a new traffic signal and implement associated improvements at the intersection of Stanyan/Page in 2009. The new traffic signal would improve

connectivity for Bicycle Route #32 between Page Street and the bicycle path in Golden Gate Park. The signal would be in place prior to completion of construction of the proposed project, and would serve to reduce conflicts between vehicular traffic traveling northbound and southbound on Stanyan Street, and pedestrians and bicyclists crossing Stanyan Street at Page Street. With regard to Improvement Measure 1, it should be noted that the improvement measure as described on page 115 of the DEIR calls for monitoring of conditions to determine if limitations on left turns into and out of the garage should be implemented.

The *Golden Gate Park Master Plan* includes a provision of a Class I path along the eastern edge of Golden Gate Park between Stanyan and Page Streets. This multipurpose path would connect to improvements proposed by SFMTA at the intersection of Stanyan/Page. There currently is no sidewalk or paved pathway within Golden Gate Park between Page and Stanyan Streets, although a narrow path has been worn within the lawn that extends to the edge of the park. Timing of implementation of the multipurpose path is not currently known.

SFMTA conducts an annual assessment of collision data to identify high accident locations, and to develop and implement improvements to enhance safety at these locations. The intersection of Stanyan/Fell has not been identified by the SFMTA in their *San Francisco 2006 Collision Report*, either as an intersection with 64 or more collisions resulting in injury within the 10-year period between 1997 and 2006, or as an intersection with 10 or more vehicle-pedestrian injury collisions within the five-year period between 2002 and 2006. The SFMTA also conducts an annual assessment of bicycle injury collision data to identify high accident locations and to develop and implement improvements to enhance safety at these locations. The most recent assessment is contained in the 2005-2006 *San Francisco Bicycle Injury Collision Report*, San Francisco Municipal Transportation Agency, Planning Division, February 2008. None of the study intersections have been identified as an intersection with highest bicycle injury collisions (the closest intersection to the proposed project on the list is Masonic Avenue/Fell Street). In addition, none of the streets in the immediate vicinity of the project site are on the list of street segments with highest bicycle injury collisions (2000 to 2005). The closest streets segments include Masonic Street between Fell and Oak Streets, Haight Street between Divisadero Street and Broderick Street, and JFK Drive between Transverse Drive and 30th Avenue.

Comment 6.3—Pedestrian Safety

"The project would have a serious impact on the flow of traffic and on pedestrian safety. Increased traffic from this proposed project would make that a much more dangerous area for children. The crosswalk across Stanyan from Page is already a dangerous area for pedestrians to attempt to cross the street—the increased traffic from this proposed project would make it even worse. I am also concerned about increased danger to pedestrians who are crossing Haight and Stanyan to the main entrance to the park. Many families use this entrance to go to the children's playground." (*Cathy Bellin, written comments*)

"Safety and the risk to pedestrians should be of utmost concern. The EIR is based on trips to CALA on November 23rd and December 3rd. This in no way reflects an accurate account of pedestrian traffic. It is undeniably the slowest time of the year in the Haight. Numerous events take place in and around Golden Gate Park throughout the summer and fall. There is always a sharp increase in the number of park visitors during the warmer months. Often, this results in a steady stream of people crossing at the corner of Haight and Stanyan. The reopening of the Academy of Sciences is guaranteed to draw thousands of new visitors to the park. The 690 Stanyan project will generate an estimated 8,000 new car trips to an area which already experiences plenty of traffic congestion. No doubt this could result in pedestrian fatalities." (*Cheryl Bielinski, written comments*)

"...I think that safety and risk to pedestrians should be the utmost concern, and the EIR, you know, based trips to Cala during November through December, which, again, is the winter months, the slowest months in the Haight. Numerous events take place in and around Golden Gate Park throughout the summer and fall, and there's always a sharp increase then. There's a steady stream of people crossing at the corner of Haight and Stanyan during these times, and I feel that—well, this project is estimated to generate 8,000 new car trips to an already traffic congested area and this could probably result in pedestrian fatalities." (*Cheryl Bielinski, public hearing comments*)

"Level of service for pedestrians was grossly overlooked in the report. I cross Stanyan when entering the park at Page. As the report states, traffic would increase on Page. I have witness too many near missed with cars on cars, cars on bicycles, cars and pedestrians. Even though a neon yellow pedestrian crossing sign is posted in both direction as reminder to autos, I use extreme caution when crossing with my young child. The Park Branch of the Public Library is located on Page between Shrader and Cole. There are infant and young child programs during the weekday. Often mothers with children in strollers go from the library to the new Koret playground entering the park by crossing at Page. I eagerly await adequate mitigation to this potentially fatal oversight in the report." (*Holly Edson, RN, written comments*)

"That corner is a main entry to Golden Gate Park, it is heavily traveled by pedestrians, and the Boy's and Girl's Club is right around the corner. Stanyan is a busy thoroughfare, with cars often traveling rapidly. I really fear the projected increase in auto traffic that this current plan will bring will lead to pedestrian injuries and even deaths." (*Karen Fishkin, written comments*)

"The proposed project at Haight and Stanyan will generate approximately 2000 car trips a day. The project will be adjacent to the main pedestrian entrance into Golden Gate Park. With increased motor vehicle greatly increasing at the Haight and Stanyan intersection as a result of the proposed project, the dangers to pedestrians entering and leaving Golden Gate Park and especially to parents with children going to Childrens Playground are also greatly increased. "Describe in detail the negative impacts that increased motor vehicle traffic will have on pedestrians entering Golden Gate Park? What mitigations will reduce the dangers to pedestrians?" (*Greg Gaar, written comments*)

"I have many of the same concerns about the project of the traffic situation. I have a 3-year-old daughter who lives on that street and I am scared to death that this increased traffic presents more danger to her." (*Kathleen Hanrahan, public hearing comments*)

"Please obtain accident reports from the City regarding incidents involving cars, cars and bicycles, cars and pedestrians for the area around this site. The area should go at least to Frederick and Fell. There is heavy traffic in the Stanyan [corridor] and there are both misses and near-misses on a regular basis...

"The overall discussion of pedestrian setting and impacts (p. 68 and 78) is very weak. This is an area where people, including parents with children, pour through on their way to the Park. Again, crosswalks must be shown along with pedestrian paths in the park marked clearly so that the flow of people through this area can be visualized by the reader. This will be visible in an evaluation when there is activity and warm weather in the Park. Please remember to factor into this discussion the substantial on-street loading proposed to occur on Haight Street. This will of necessity have to cross the sidewalk." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"Throughout the entire project, I got so frustrated trying to understand context. Anyone who tries to understand the project by looking to the graphics in the project to understand them fails because the graphics do not exist, and I have a lot of comments on that that I'm going to give in writing rather than be tedious about it. You try to understand, this project is across from—it is across from the corner of Golden Gate Park. There is no—no diagram of how people walk. There is no—I mean, walking to Golden Gate Park, how people walk into Golden Gate Park right around this site should be in here. Couldn't—couldn't find it. It doesn't exist." (*Sue Hestor, public hearing comments*)

"Pedestrian counts were also conducted in December, 2006. (p.68). Again, December is a slow month in the neighborhood. A similar count should be undertaken during busier times (April through October)." (*Richard Ivanhoe, written comments*)

"The pedestrian count 300-500 pedestrians per hour (DEIR page 68) for Saturday afternoon was taken in December. This is a low pedestrian-use month because it is a low park use month. The project site is across the street to the main pedestrian entrance to the east side of Golden Gate Park, which is more heavily used from April through October. The Saturday pedestrian count in August and September could easily be ten times the DEIR's count due to heavier use during warmer, drier, and sunnier weather and during frequently held large special events. (Section 2.C [of comment letter included in Appendix A])

"The EIR's analysis of vehicle traffic, public transportation, bicycle transport, and pedestrian access and safety is inadequate in several ways. Many of the DEIR's problems stem from the fact that it does not adequately consider the unique and special location of the project site.

"The *Golden Gate Park Master Plan* designates this area as one of only two 'Major Park Entries' on the east side of the park. One is the Haight Street/Stanyan Street entrance at Alvord Lake, across the street from the project site. The other, at John F. Kennedy Drive, is primarily an auto entrance. The Haight/Stanyan entrance thus this is the major pedestrian entrance to Golden Gate Park on the east side of the park. The park holds many large special events that feed through this entrance.

"In addition, the project site borders Haight Street, a major Transit-First corridor with four bus lines.

"The DEIR states that the proposed project would generate about 27 truck freight and service vehicle trips per day. It says that the Whole Foods supermarket is projected to generate about five 60-foot trucks on a daily basis. It states that the project will generate an additional 298 vehicle trips per hour during the weekday p.m. peak hour and 360 vehicle trips per hour during the Saturday midday peak hour.

"The environmental impacts to these increased trips are not adequately evaluated because the EIR fails to consider the unique conditions and aspects of the site." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"...we fail to understand why the EIR was criticized for not [having] diagrams showing how pedestrians walk about the area, with reference to the park entrance, getting into the store, etc. The presence of a new multi-function structure at Haight and Stanyan will not create pedestrian traffic bottlenecks, backing up people on foot for blocks around. People have used sidewalks there for decades to navigate the way into the park, into local shops and into the old Cala, without problem. If anything, having the main entrance to Whole Foods Market at the corner of Haight and Stanyan will reduce the incidents of people crossing Haight St. from the McDonald's driveway (from the south) into the front of the Cala store in the middle of the block. That is, the project represents an improvement in safety. If the person making that comment had read the EIR when it came out on 19 January, perhaps she would not have been making such wild, baseless accusations at the public hearing." (*Ted Loewenberg, Haight Ashbury Improvement Association, written comments*)

"Pedestrian safety issues have not been adequately addressed in this report." (*James Rhoads*)

"Furthermore, the study overplays the role of automobiles in the area, to the detriment of pedestrians (both adults and children) [and] MUNI...

"The LOS study didn't fully consider the impact on MUNI of 8,000 cars a day crossing in front of the major bus lines, nor the impact of 8,000 cars a day crossing in front of the continuous stream of pedestrians. And of course it assumes that existing MUNI service and accommodate all the projected additional riders. This is not true.

Improvement Measure 4 – Pedestrians. Flashing lights and audible signals are not an improvement, but more auditory and visual pollution that will be ongoing. This is more evidence of the prioritization of project auto traffic over neighborhood and park pedestrians." (*Teresa M. Welborn, written comments*)

"Nor does the DEIR even mention let alone analyze the Stanyan street pedestrian entrance to Golden Gate Park and the large number of families with children which enters the park at the projects corner to access the Children Playground also less than a mile from the site." (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

"It is important to note that the EIR also fails to place the site in the context of Golden Gate Park that it rightfully is. It is immediately across the street from the pedestrian entrance to Golden Gate Park. And by taking traffic analyses and pedestrian counts in the dead of winter purposefully underestimates and misrepresents the true case of the enormity of pedestrian and vehicular traffic at this intersection." (*Calvin Welch, public hearing comments*)

"There is overcrowding now. There will be insufficient side walk space to handle the crowds that will come to this project. Pedestrian safety crossing Stanyan at Haight, a major intersection with additional parking exits and entrances." (*David Wills, written comments*)

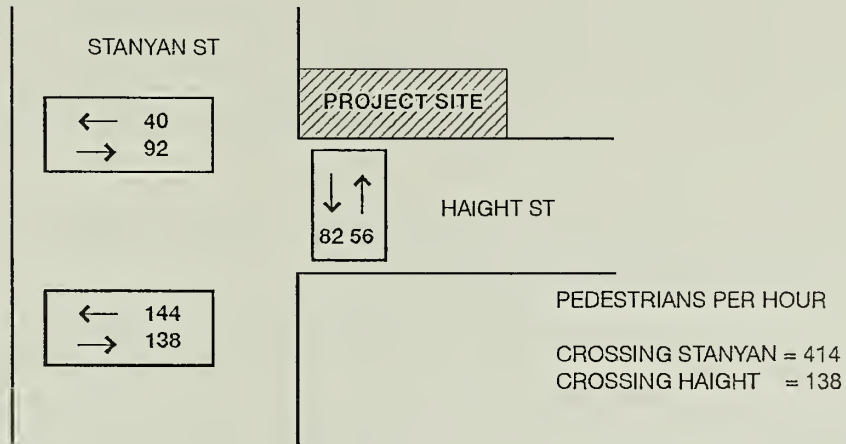
Response 6.3—Pedestrian Safety

The transportation setting presented on DEIR pages 61 to 69 describes the location of the project site with respect to its proximity to Golden Gate Park. The setting includes pedestrian volumes and level of service conditions at the intersection of Stanyan/Haight (one of the entrances to Golden Gate Park), describes bicycle routes and conditions, and describes transit service and operating characteristics. In addition, intersection level of service and parking supply and utilization are presented for weekday and Saturday conditions. The impact analyses presented on DEIR pages 72 to 84 take into consideration these existing conditions.

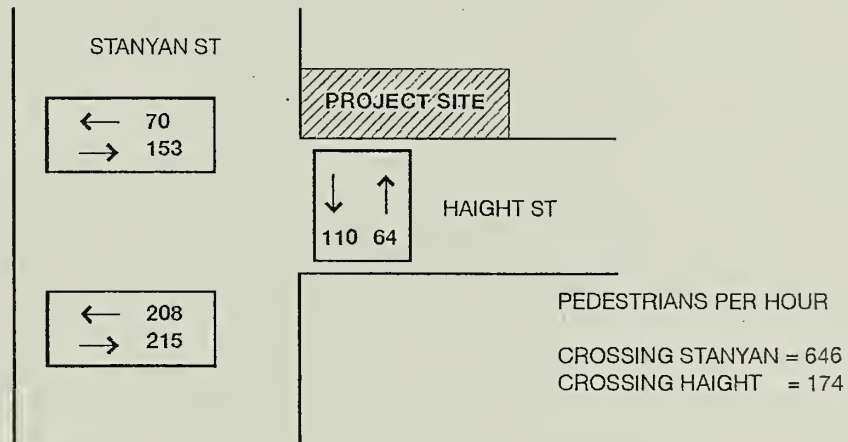
Pedestrian conditions at the intersection of Stanyan/Haight are described on DEIR page 68. The impacts of the proposed project on pedestrian conditions are presented on pages 79 and 80, and the assessment concludes that the project would not result in significant pedestrian impacts. Impact discussion includes a quantitative analysis of pedestrian conditions at the crosswalks at the intersection of Stanyan/Haight and a qualitative assessment of sidewalk conditions on Stanyan and Haight Streets adjacent to the project site.

C&R Figure 1, page 109, presents the Saturday midday peak hour pedestrian volumes at the crosswalks at the intersection of Stanyan/Haight for conditions in December 2006, and recent conditions in May 2008 (i.e., May 3, 2008). A greater number of pedestrians were counted in May 2008, as compared to the December 2006 counts. In addition, the number of pedestrians crossing Stanyan Street on the south crosswalk (across from the project site) is about twice as high as the number of pedestrians crossing the north crosswalk. Although the number of pedestrians counted in May 2008 is greater than that counted in December 2006, the pedestrian volumes are within the range reported in the DEIR and the *690 Stanyan Street Transportation Study* (i.e., about 300 and 500 pedestrians per hour). Crosswalk analyses using the May 2008 pedestrian volumes indicate that during the Saturday midday peak hour, the three crosswalks would continue to operate at LOS A conditions (where walking speeds are freely selected, and conflicts between pedestrians are unlikely) for both existing and existing-plus-project conditions.

The transportation analysis did not consider conditions during special events in Golden Gate Park because these events do not reflect typical conditions and because conditions during these events vary depending on attendance levels and arrangements regarding transportation for the event. For additional discussion regarding analysis of conditions during special events, see Response 6.5, page 115.



December 2006



May 2006

Not to scale

Source: LCW Consulting

8-8-08

Pedestrian Counts, December 2006 and May 2008 C&R 1

SFMTA conducts an annual assessment of collision data to identify high accident locations and to develop and implement improvements to enhance safety at these locations. The most recent assessment is contained in *San Francisco 2006 Collision Report*, San Francisco Municipal Transportation Agency, Traffic Engineering Division, August 2007.⁸ None of the study intersections, or other intersections in the general vicinity of the project site, have been identified either as an intersection with 64 or more collisions resulting in injury within the 10 year period between 1997 and 2006, or as an intersection with 10 or more vehicle-pedestrian injury collisions within the five year period between 2002 and 2006.

There are a number of factors that contribute to increased pedestrian-vehicle collisions, and the number of collisions at an intersection is a function of the traffic volumes, travel speeds, intersection configuration, traffic control, surrounding land use, location, and the number of pedestrians. While traffic, pedestrian, and bicycle volumes would increase as a result of the proposed project, pedestrians would be accommodated within the existing sidewalks and crosswalks, and pedestrian flows would not be significantly impacted. The intersection of Stanyan/Haight is signalized, and pedestrian countdown signal heads are provided for both the east-west and north-south crosswalks. As indicated on DEIR page 80, with the proposed project the crosswalk operating conditions would remain acceptable. In addition, implementation of a new traffic signal (with new crosswalks and pedestrian countdown signals) at the intersection of Stanyan/Page by SFMTA in 2009 will provide a controlled crossing for pedestrians, and will improve connectivity to Golden Gate Park to the north. For the purpose of providing a conservative analysis, this new traffic signal was not included in the EIR's analysis assumptions.

Comment 6.4—Methodology/Scope

"Stanyan ... is an important traffic corridor that is already too busy, frequently with backed-up traffic. The impact on Fulton and Masonic should also be included in the study." (*Cathy Bellin, written comments*)

"Much of the additional traffic (from outside of the neighborhood) will arrive and leave the store via Stanyan Street which is a major north-south connection in this part of the city. Traffic on Stanyan, both north and south of its intersection with Haight Street, routinely backs up during both the morning and evening rush hours and on the weekends. This traffic is directly impacted by the traffic lights: (1) at Stanyan and Hayes and (2) at Stanyan and Fulton. Why did the traffic study not analyze the impacts of the additional traffic from the proposed development at these two traffic signals? I think that this is

⁸ This report can be viewed online at http://www.sfmta.com/cms/rtraffic/documents/Collision_report_2006.pdf, accessed June 29, 2008.

needed to have a clearer picture of the travel patterns that will occur on Stanyan." (*Denise Bradley, written comments*)

"The Trader Joes on Masonic has been a real traffic mess as everyone familiar with it knows, and we all need to learn from that experience. Since the proposed Whole Foods market would be a regional destination, the traffic study boundaries should be expanded to go from Fulton Street up to 17th Street, and from JFK to Masonic." (*Larry Ferguson, written comments*)

"The transportation study area extends only one block south, two blocks north, and two blocks east of the project (Oak, Cole, Waller, and Stanyan). (pages 61 -62). I believe that the project will impact a much wider area, and that traffic, transit, and parking analyses should encompass an area from Arguello and Fulton to Masonic and Fredrick." (*Richard Ivanhoe, written comments*)

"[The transportation study] area defined too small—impacts on nearby intersections and institutions not studied.

"The following [comments] are only examples of nearby impacts that are not studied. There are others as well that are, like these three, not identified in the DEIR...

"No study of Stanyan/Fulton intersection

"Several other EIRs and city planning documents, including the EIR for the Golden Gate Park Concourse Underground Parking Facility, have identified the corner of Stanyan and Fulton as a congested area. This intersection is five blocks north of the project site. The Golden Gate Park Concourse EIR found that this intersection operates at Level of Service (LOS) D during the weekday p.m. peak. One reason for this is that Stanyan Street in this area is a bottleneck; that is, because of Golden Gate Park to the west and the Panhandle to the east, there are no north-south alternative routes for at least 6 blocks or more in each direction.

"Cars traveling to and from the proposed project site and northern parts of town, such as the Richmond, must travel through the Stanyan/Fulton intersection. Thus, since the proposed project does lower the Level of Service (LOS) at other intersections, there is a good possibility that the project will lower the LOS at the Stanyan/Fulton intersection to below a Level D, which would be a significant negative environmental effect. The Planning Department considers LOS E and F to be unacceptable. (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

Response 6.4—Methodology/Scope

The 690 Stanyan Street Transportation Study was prepared following the TIA Guidelines. The scope of work developed by the Planning Department included the specific issues to be examined and general assumptions and approach, including the location of analysis intersections and study area boundaries. Seven study intersections were selected for analysis, based on their proximity to the project site and potential to impact transportation conditions. Five of the seven study intersections are along Stanyan Street. The intersections of Stanyan/Hayes and Stanyan/Fulton were not initially selected for analysis due to their distance from the project site and because it

was assumed that the potential impacts of the proposed project would be more apparent at the intersection of Stanyan Street/JFK Drive. Within the last two to three years, the SFMTA has made several improvements to the intersections of Stanyan/Fulton and Stanyan/Hayes that have served to improve weekday and weekend operating conditions at both intersections. These improvements include the following geometric changes, signal timing changes, and turn prohibitions:

- At the Stanyan/Fulton intersection, the southbound approach to the intersection was revised from one "right lane must turn right" and one shared through/left lane, to one through/left and one through/right lanes. This allows for traffic in both travel lanes to continue southbound through on Stanyan Street.
- On Stanyan Street, south of the Stanyan/Fulton intersection, on-street parking was removed south of the bus stop on the west side of the street, allowing for two southbound receiving lanes.
- The lane reconfiguration, which provided for additional southbound capacity, allowed for a reduction in the green time devoted to the southbound approach, and an increase in the green time provided to the northbound, westbound and eastbound movements.
- The left turn prohibition for the eastbound approach was extended, to 7:00 a.m. to 7:00 p.m., everyday. The left turn prohibition for the westbound approach is in effect between 3:00 to 7:00 p.m., except Saturday and Sunday.
- The eastbound approach was reconfigured from one shared through/right and one shared through/left lane, to one "right lane must turn right" lane and one shared through/left lane. In addition, the eastbound right turn lane now gets a green arrow at the same time that the northbound approach gets a left turn arrow.
- At the intersection of Stanyan/Hayes, SFMTA installed "tow away no parking any time" on the Park side of the intersection to make it easier to bypass buses or other southbound traffic waiting to make the left turn onto eastbound Hayes Street.

Intersection turning movement counts and field observations were conducted at the intersections of Stanyan/Fulton and Stanyan/Hayes in July during the weekday p.m. and Saturday midday peak periods (on July 17th, 19th and 22nd). Field observations were conducted during peak periods on multiple weekday and Saturdays. Field observations did not identify significant delays at these intersections, and overall traffic operating conditions were improved from pre-improvement conditions. The northbound approach of Stanyan Street experienced the greatest queues during the weekday and weekend conditions.

Intersection operating conditions were calculated for existing and existing-plus-project conditions. As indicated Table C&R.1 page 113, with the addition of project trips during both the weekday p.m. and Saturday midday peak hours, both intersections would continue to operate at acceptable levels of service, at LOS D or better. The intersection of Stanyan/Fulton would

continue to operate at LOS D, although the average delay per vehicle would increase. The intersection of Stanyan/Hayes would continue to operate at LOS B, and average delay would increase. Since both intersections would operate at LOS D or better, the project would not result in significant impacts at these intersections.

Table C&R.1				
Intersection Level of Service				
Existing and Existing plus Project Conditions				
Weekday PM and Saturday Midday Peak Hours				
Intersection	Existing		Existing plus Project	
	Delay ¹	LOS	Delay	LOS
Weekday PM Peak Hour				
Stanyan/Fulton	34.1	D	36.8	D
Shrader/Hayes	12.2	B	12.4	B
Saturday Midday Peak Hour				
Stanyan/Fulton	41.1	D	44.1	D
Shrader/Hayes	10.7	B	11.0	B

Note:

¹ Delay presented in seconds per vehicle.

Source: LCW Consulting, September 2008.

The Golden Gate Park Music Concourse analysis⁹ include intersections outside of the Park and further away from the Music Concourse Area because the scope of the project involved substantial modifications to access to parking within Golden Gate Park. The primary access to the Music Concourse Garage is from Fulton Street at Tenth Avenue, and hence, key intersections along Fulton Street were included in that analysis.

Comment 6.5—Special Events

"There are also a number of big events through the year in Golden Gate Park, which dramatically impact parking and traffic." (*Cathy Bellin, written comments*)

"Project setting at p. 40 needs substantial beefing up. Golden Gate park is a venue—particularly when it is warm and in the summer (not the same thing) – for concerts, 'runs,' outdoor theater, music performances

⁹ This analysis was conducted as part of the environmental review for Planning Department Case No. 2001.09111E. This file is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

and festivals, and food fests. Please get a list by date and estimated number of attendees for events that have occurred in the past 3 years, or since whenever this site was acquired by the developer. There is a police station 2 blocks away in the Park (also missing from the p.30 map) that probably has information on congestion problems associated with those events. Parking and Traffic may also have information on how traffic and congestion problems are managed for events. Talk to them and illuminate us." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"No consideration of heavy pedestrian, bicycle, and vehicle traffic during frequent large events in Golden Gate Park.

"Department of Recreation and Parks document entitled *2007 Schedule of Events in Golden Gate Park* doesn't list any large events for the month of December in the entire park.

"Thus, the DEIR does not adequately estimate the impact on existing pedestrian conditions...

"Another aspect of the project site is unique. This is the location of the site across the street from the portal of some of the largest special events in San Francisco, including the AIDS Walk, Comedy Day, Opera in the Park, and many others throughout the summer and fall months, or 'festival season.' The *Golden Gate Park Master Plan* designates this area as one of only two 'Major Park Entries' on the east side of the park. The other, at JFK, is primarily an auto entrance, which makes the Haight/Stanyan entrance is the major pedestrian entrance to Golden Gate Park on the east side. Page Street, feed by Bicycle Route 32, is the major bicycle entrance to the park. Both entrances are across the street from the project site.

"In its analysis of all modes of traffic, the DEIR fails to take these large public events in Golden Gate Park near the project site into account. These events regularly bring hundreds and thousands of pedestrians and cyclists into the Alvord Lake area through the entrance at Haight and Stanyan and at the bicycle entrance at Page and Stanyan, both across the street from the project site. These large events also create correspondingly large increases of vehicular traffic, which do not correspond to the peak periods used in the EIR for analysis. The numbers reported for the DEIR for peak use are lower than the actual peak usage, which is during these events. The location of many of these large events is Sharon Meadow, located in the park one block west of the Haight/Stanyan park entrance and the Page Street bicycle entrance (Bicycle Route 32). Event-goers get to the Haight/Stanyan park entrance from the Muni 71, 33, 7 bus lines that stop at the project site on Haight Street and by N-Judah street car stop at Stanyan and Carl. Sharon Meadow event-goers also get to the Haight/Stanyan park entrance by driving to and parking at the Kezar parking lot two blocks south on Stanyan at Beulah, and by parking in the neighborhood.

"The Department of Recreation and Parks document entitled *2007 Schedule of Events in Golden Gate Park* estimates the attendance at Sharon Meadow events, including these events: Annual Opera in the Park (September), '10,000+ people,' though the San Francisco Chronicle estimates annual attendance at up to 50,000 people; Annual AIDS Walk (July), 12,500 people, begins and ends in Sharon Meadow, with stage entertainment and food; Now an Zen (September), 12,500 people, music concert/festival; Annual Comedy day (September), 2,500 people, entertainment; [and] Festival of the Chariots (August), 2,000 people, music, food.

"In addition to these and other Sharon Meadow events, there are also frequent special events at Kezar Stadium, which can draw crowds of up to 5,000. Stanyan Street is the main auto access to Kezar Stadium, since the adjacent Kezar parking lot entrance is at Stanyan and Beulah, two blocks away from the project site. At times of heavy use, cars back up on Stanyan waiting to get in. The DEIR offers no analysis of the effect of the project on traffic at the parking lot during special events at Kezar Stadium or in Sharon Meadow. (See section 2D.iii [of comment letter included in Appendix A] for more comments on the Kezar parking lot.)

"Additionally, Golden Gate Park events outside of Sharon Meadow also bring large amounts of people on the project site area. For instance, at the end of the annual Bay to Breakers race, the Haight/Stanyan

entrance is flooded with hundreds of people walking back from the end of the race. The annual Bay-to-Breakers race in May brings 50,000-to-75,000 people, according to the Recreation and Parks Department. Because all roads in Golden Gate Park are closed for eight hours on race day, after the event, hundreds or thousands of attendees walk to the Stanyan/Haight Street entrance of the park to their homes in the Haight, or to transit.

"The same is true for large, one-time special events located elsewhere in the park. For instance 2007's 40th Anniversary Summer of Love Concert was estimated to have 50,000 attendees, as reported in the San Francisco Chronicle, at Speedway Meadow. After the concert, the Alvord Lake area and Haight Street were flooded with people, as concertgoers sought the neighborhood as a destination.

"This coming summer, a large special event called the San Francisco Music Festival (August 23- 24 2008) is estimated by Recreation and Parks to bring in '35,000 – 45,000 people per day. Attendance / admission will not exceed 60,000 per day' (memo dated November 13, 2007 to Recreation and Parks Commission from Yomi Agunbiade, General Manager). The event will be located at four stages in three locations in the Park (Polo Field, Speedway Meadow [and] Lindley Meadow). As with the Summer of Love event, this event is likely bring large numbers of people to the proposed project site area (Haight/Stanyan park entrance).

"Most of these special events bring significantly more pedestrian, auto, and bicycle traffic to the Golden Gate Park across from the project site than is acknowledged in the DEIR. The DEIR makes no mention of these large special events at Sharon Meadow or in other places in Golden Gate Park, and has no analysis of the impact of the proposed project during these high-use times. These events do not occur in November and December, when the DEIR's existing conditions studies were conducted. (See Section 2B [of comment letter included in Appendix A].) Thus, the DEIR does not identify the impact of the project during these large events." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"The many walking, running and bicycling events through the park including, but not exclusive to Bay to Breakers, Run to the Far Side, AIDS Walk, Breast Cancer Awareness, San Francisco Marathon, as well as Opera in the Park, Ala Carte Ala Park, Hardly Strictly Blue Grass, and many more events that enjoy huge attendance numbers." (*Susan Latham, written comments March 10, 2008*)

"During the spring and summer months of each year there are multiple events held in the east end of Golden Gate Park, as well as Kezar Stadium and Pavilion, and Sharon Studio. In fact, the eastern end of the Park averages 2 to 3 Major events per month during those 6 to 7 months, (e.g. Bay to Breakers, Run to the Far Side, AIDS Walk, Breast Cancer Awareness, San Francisco Marathon, Opera in the Park, Ala Carte Ala Park, Hardly Strictly Blue Grass, Fat Tire, and Reggae in the Park)." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"The LOS study does not take into account the weekly events in Golden Gate Park from March through November, a large number of which take place in Sharon Meadow and Kezar Stadium, with others in walking distance. I am well aware of these events as I see attendees parking in this neighborhood or arriving on MUNI, and streaming along Oak and Stanyan Streets, into the park. Many of these events have over 40,000 attending." (*Teresa M. Welborn, written comments*)

Response 6.5—Special Events

Transportation impact analyses for development projects in San Francisco are typically conducted for average conditions for weekday peak hours. The transportation analysis for the

proposed project also includes Saturday midday peak hour conditions, due to the project's proximity to Golden Gate Park, and because supermarket travel demand is greater on Saturdays than on weekdays. Although events in Golden Gate Park attract additional visitors, and result in additional vehicle trips and parking demand in the Park and adjacent neighborhoods, these do not represent typical conditions.

The transportation analysis considers the proposed project in the context of typical conditions, rather conditions associated with special events. Events with more than 5,000 attendees that could substantially affect traffic patterns are limited to relatively few days per year. According to the 2007 Schedule of Events¹⁰ in Golden Gate Park, there were nine events in 2007 where attendance was expected to exceed 5,000 persons. Moreover, these events were frequently located in Speedway Meadow and the Polo Grounds, which are situated approximately 2 miles west of the project site. In addition, during these events, special arrangements are made by the sponsors to accommodate the increase in visitors to the Park. Although large events in the Park may affect traffic, transit, pedestrian, and parking conditions, they do not represent typical conditions in the Park. During these times, implementation of the proposed project would not have the potential to substantially affect areawide conditions such that a significant impact would occur.

Comment 6.6—Golden Gate Road Closure

"Section III, Transportation, Page 84: This section lacks analysis of the projects effects on transportation and parking related to Sunday (and possibly Saturday) park road closures in Golden Gate Park." (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

"Furthermore there is no mention of Sunday and Saturday closure of JFK and the re-opening of the California Academy of Sciences in September 2008." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

Response 6.6—Golden Gate Road Closure

The transportation impact analysis presented on Draft EIR pages 72 to 84 was conducted for the weekday p.m. and Saturday midday peak hours, the times that the proposed project would have the greatest potential to impact transportation conditions. A Sunday analysis was not conducted, since, in the vicinity of the project, traffic volumes are generally lower during the Sunday midday

¹⁰ http://www.parks.sfgov.org/wcm_recpark/GGP/GGPEvents.pdf, accessed August 6, 2008.

peak hour than during the Saturday midday peak hour. In addition, supermarket trip generation on Sundays is less than on Saturdays.

The Saturday closure of JFK Drive between Tea Garden Drive and Transverse Drive was implemented following initiation of the DEIR. The JFK Drive closure on Saturdays affects a limited portion of JFK Drive and is not anticipated to substantially change traffic volumes at the study intersections. The JFK Drive closure affects east-west traffic flow that is generally rerouted to Kezar Drive, Lincoln Way, and Fulton Street.

Page 63, paragraph 4, sentence 3 of the Draft EIR indicates that JFK Drive is closed on Sundays. The text of the EIR will be modified as follows, and as shown in Section D. DEIR Revisions, on page 197, to reflect the recent Saturday road closure:

On Sundays, Saturdays from April to October, and certain holidays during daylight hours, the San Francisco Recreation and Park Department closes several roadways within Golden Gate Park to automobile traffic, including JFK Drive, in order to provide a recreation area for bicycling, rollerblading, skating, walking and other activities.

Primary access to the Music Concourse Garage for the reconstructed California Academy of Sciences would be via Fulton Street, and vehicles destined to and from the parking facility are anticipated to contribute minimally to the study intersections. Secondary garage access would also be available from Martin Luther King Drive, and some portion of trips accessing the southern garage entrance would use the Stanyan/JFK intersection. Vehicle trips associated with the reconstructed California Academy of Sciences are reflected in the future year 2020 Cumulative analysis.

Comment 6.7—Relative Importance of Seasonal Counts

"In terms of traffic analysis, you know, I don't know—I don't know that I would agree that the traffic is less in November and December. In fact, November is still part of our summer. Some of our warmest days occur in the early part of November, but in terms of traffic, too, I think some of the heaviest traffic in San Francisco is usually right around the months of December and November. And December, everybody is back in school. Everybody is back at work. The holidays are here, so, you know, I think in terms of vehicle traffic, I would say that is a pretty representative time to look at and analyze car trips. I think one of the busiest days in traffic is probably the day before Thanksgiving, or it historically has been." (*Commissioner Michael Antonini, public hearing comments*)

"The whole issue between June and December, I just don't know about the traffic as much. I mean, December I know because of the holidays, we do get an influx of a lot of people. The only way we have more—I think the best way of looking at it is having outside visitors come in to visit Haight Ashbury. People come there to visit." (*Commissioner Bill Lee, public hearing comments*)

"I just want to say that I don't think they have underestimated the number of cars that will be going to the project. If it is in winter, more people are driving. In addition, we think the number of car trips will be less. People in the Haight will be able to walk to a full-service grocery store." (*Lorraine Lucas, public hearing*)

Response 6.7—Relative Importance of Seasonal Counts

As indicated by the commenters, traffic volumes in the vicinity of Golden Gate Park vary. However, they are not subject to typical "seasonal variation" patterns. While a full set of traffic volume data in the vicinity of the project site is not available to establish a pattern, experience of transportation planners in San Francisco has been that the weather, rather than time of year, is more reflective of visitor trips to recreational areas such as Golden Gate Park or Fisherman's Wharf. Traffic volume counts conducted by SFMTA on two weekends in August 2006 indicated that traffic volumes were greater on a sunny day than on a foggy day. Saturday midday period counts conducted for the proposed project in December 2006 were greater than the August 2006 counts, and were therefore used in the traffic impact analysis. For additional discussion regarding traffic counts, see Response to Comment 6.1.

Comment 6.8—Trip Generation Rate of Whole Foods

"Whole Foods will be a destination grocery store and will attract people from outside of the neighborhood who will drive to the store. I do not think anyone in the neighborhood wishes to have lines of traffic waiting on Stanyan Street to get into the proposed Whole Food's parking lot – as is the case with Trader Joe's (another destination-type grocery store) on Masonic." (*Denise Bradley, written comments*)

"Whole Foods is a specialty store and will draw shoppers from out of the area, increasing vehicle traffic. The kind of congestion it might cause can be seen on Presidio at Geary (Trader Joes) or Franklin at California (Whole Foods). The store would also bring [regional] customer traffic to the area." (*Kathleen Hanrahan, written comments*)

"'To estimate the number of new person trips that the proposed project would generate, the residential and trip generation rates were applied to the type and number of proposed residential units and square feet of commercial space...' (page 71). But doesn't a 'destination' supermarket (such as Whole Foods or Trader Joe's) generate more trips than a typical supermarket (Safeway or Lucky's) or other commercial space?

"Was a traffic analysis performed before the paint store at Masonic and Geary became Trader Joe's? If so, was the same methodology used as is used in this EIR? Were the traffic impacts predicted?" (*Richard Ivanhoe, written comments*)

"The DEIR underestimates the number of trips that the project will generate. It inaccurate[ly] compares the project to the old supermarket:

"A credit for the vehicle trips generated by the recently discontinued Cala Foods supermarket use was applied to the total peak hour project trip generation to determine the net new vehicle trips that would be generated by the proposed project.' (DEIR page 72.)

"The problem with this assumption is that Cala Foods was a lower-use establishment than the proposed Whole Foods. The Cala parking lot was usually observed to be greatly underutilized. Also, the business did not generate a lot of use, was not economically viable, and was closed down.

"The project supermarket will bring in more traffic than the Cala Foods, being twice the size at 34,000 square feet, close to the definition of a 'big box.' In addition, the Whole Foods is a magnet store, or point of destination, for the Richmond and other points surrounding the Haight neighborhood. The size of the store attests to this, as a store this size could not support itself solely on neighborhood residents. This store, which the DEIR describes as a 'specialty store,' is intended to serve the north side of the city, and would be the only Whole Foods in this part of the City. Whole Foods generally operates its stores as magnet stores, and subsequently tries to make them large in size.

"Cala Foods, on the other hand, was not a magnet store: it was not a specialty store and did not draw customers from other parts of the city. Even at half the size of the proposed project, one could argue that the old Cala Foods was still too big for the neighborhood, since it was not heavily used.

"The point here is that basing the projected trips on those of Cala Foods by using a credit, the DEIR underestimates the level of traffic generated by the Whole Foods in the proposed project." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"Point of destination market that will create a situation not unlike Trader Joe's on Masonic [at] Geary during peak hours of operation." (*Susan Latham, written comments February 23 and 25, and March 10, 2008*)

"The report does not take into account that Whole Foods is a specialty market that is likely to draw people as far as the outer Sunset and Richmond districts. Nobody wants to create a situation like Trader Joe's on Masonic. Its implications would be disastrous as that corner is far busier as it is the entrance to the park and to Haight Street." (*Scott Lebus, written comments*)

"There are lessons to be learned about the traffic snarls created by high-volume supermarkets on major arteries, i.e., the Whole Foods at California and Franklin Streets and the Trader Joe's at Masonic and Geary.

"A good dozen parking spaces were eventually eliminated (from 9 a.m. to 9 p.m.) along Masonic Avenue to accommodate the Trader Joe's shoppers queuing for a spot in the store's parking lot. The measure has not alleviated the flow which is also made up of crosstown traffic, USF commuters, the 43 Muni line, etc.

"In the case of the Whole Foods, traffic on Fridays, Saturdays and holidays backs up in all three lanes of Franklin Street—that's eight blocks from California to Eddy—as drivers wait to squeeze into the parking garage." (*Carl Russo, written comments*)

"The proposed Whole Foods Market is twice the size of the former Cala Market and is a regional destination. Most of the shoppers are planned to come from outside of the neighborhood, and from one to several miles away. This is not a neighborhood-serving business. And the traffic impacts would be severe.

We have seen how regional destinations, such as Trader Joe's on Masonic, affect traffic. One lane of Masonic, southbound, is severely impacted by Trader Joe's customers and big wheeler suppliers." (*Teresa M. Welborn, written comments*)

Response 6.8—Trip Generation Rate of Whole Foods

The travel demand associated with the Whole Foods Market component of the project was based on the supermarket trip generation rate provided in the *TIA Guidelines*. Whole Foods Market is a full service supermarket, more similar in the range of goods offered by a Safeway or Lucky's supermarket, than a specialty high turnover market such as Trader Joe's. The estimated trip generation for the supermarket is based on a daily rate of 297 trips per 1,000 square feet. Comparison of the daily person trip generation to projections of transactions per day estimated by Whole Foods Market (about 4,000 transactions per day) indicates that the standard supermarket trip generation rate specified in the *TIA Guidelines* is consistent with the transaction data.

The estimated travel demand for the proposed supermarket was not calculated based on trips associated with the previous Cala Foods supermarket use. As indicated by the commenters, the Cala Foods market was a lower use market, and trips generated by that market would not reflect the full service supermarket that is currently proposed. In addition, the *TIA Guidelines* do not direct use of a trip generation rate based on the former use of a project site.

The *TIA Guidelines* allow for a credit for existing uses on the project site that would be replaced. Consistent with the *TIA Guidelines*, the credit was based on traffic volume counts conducted in May 2006 at the project site driveways on Stanyan Street and on Haight Street, when the Cala Foods market was still in operation. Use of these counts to calculate the credit, rather than the standard trip generation rate, reflects the relatively low patronage of that market at that time; however, as indicated above, these counts were not used to calculate trips that would be generated by the proposed Whole Foods Market.

Trader Joe's is a high volume specialty market that generates more trips than a supermarket. The peak period congestion associated with Trader Joe's on Masonic Avenue at Geary Boulevard is due to the higher trip generation rate, its auto-oriented location, lack of queuing space, and the limited number of on-site parking spaces (62 spaces). The Whole Foods Market on California Street also has a limited number of on-site parking spaces (93 spaces). The transportation analysis for a recent proposed project that included a Trader Joe's store indicated that trip generation rates for the existing Trader Joe's stores in San Francisco were substantially higher than the standard

trip generation rate for supermarkets.¹¹ It should also be noted that the opening of a Trader Joe's store in a former retail use on the Masonic Avenue site was not subject to environmental review, and that the Masonic Trader Joe's site does not provide queuing space for vehicles waiting for parking spaces, resulting in use of the public right-of-way for queuing purposes at that site.

In assessing the transportation impacts, the potential for conflicts between vehicles on Stanyan Street and project-generated trips were considered. DEIR pages 73 to 75 describe the issues associated with access to and from the proposed project garage. Improvement Measure 1 on DEIR page 115 includes monitoring of conflicts between vehicles entering and exiting the project garage, and, if warranted, measures to reduce conflicts would be implemented. Improvement Measure 5 on DEIR page 117 includes measures to address issues related to parking, and potential queuing of vehicles waiting to access the project garage.

Comment 6.9—Double Credit for Cala Trips

"In calculating project travel demand, 'A credit for the vehicle trips generated by the recently discontinued Cala Foods supermarket was applied to the total peak hour trip generation to determine the net new vehicle trips that would be generated by the proposed project.' (page 72). But these net new trips are added to a baseline that was established in December, 2006, after Cala had closed, so in effect, vehicle trips generated by Cala have been subtracted twice. The effects of the project should be determined with the Cala trips subtracted only once—either the estimated effects of previous Cala traffic should be added to the baseline Level of Service numbers, or the estimated project trips should be added to the December, 2006 baseline without a credit for the Cala trips, and the existing plus project char on page 73 of the draft EIR should be updated." (*Richard Ivanhoe, written comments*)

"The traffic study was done November, December, 2006. It subtracts out for the traffic analysis the vehicular traffic from the former Cala site, but when the study was done, Cala was already closed, so that in effect subtracts it out twice." (*Richard Ivanhoe, public hearing comments*)

Response 6.9—Double Credit for Cala Trips

The number of trips generated by the previous Cala Foods market was subtracted from the total peak hour trip generation for the proposed project. This credit was applied once, consistent with the *TIA Guidelines*. Although, as indicated by the commenter, the Cala Foods was closed when traffic counts were conducted to assess intersection conditions, this would not result in double counting the credit for the market. The absence of trips generated by Cala Foods from the baseline intersection counts does not affect the calculation of the trip generation by the proposed Whole Foods store or the conclusions regarding the proposed project's effect on intersection level

¹¹ This information is provided in Planning Department Case File No. 2005.02981, 1285 Sutter Street. This file is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

of service. Moreover, although the Cala Foods market on the project site was closed at the time of the intersection counts, the store building and/or parking lot on the site have been used on an ongoing basis for a variety of purposes, including a Halloween store, Christmas tree sales, and a temporary pay parking lot.

It should be noted that, with the exception of the credit, the traffic analysis assumed all new trips to the project site. The traffic analysis did not assume passby or linked trips—that persons currently traveling on the adjacent roadways to other supermarkets may instead stop at the project site. Some portion of existing traffic volumes on adjacent roadways may be neighborhood residents destined to other supermarkets, and who may instead stop at the proposed Whole Foods Market, or walk or bike to the site. The transportation study therefore comprises an appropriately conservative analysis of potential effects.

Comment 6.10—Transit Conflicts

"More attention needs to be given to the impact on MUNI. Haight and Stanyan are already challenging streets for bus lines to get through." (*Cathy Bellin, written comments*)

Please also respond to how MUNI bus lines will be impacted by this truck plan. One truck bay and additional truck loading street space is not adequate mitigation. The Transit Effectiveness Project TEP was not cited in regards to MUNI service lines like, 7, 71, and most surely [a]ffected 33. This is a transit preferential street. The report does not adequately address public transit impacts." (*Holly Edson, RN, written comments*)

"Transit analysis considers capacity but not delays.

"The transit analysis appears to only consider whether the transit lines have available capacity to accommodate additional passengers. (page 67). The EIR does not address whether or how much the project, because of its traffic impacts, will add to transit delays and to the difficulty Muni has in maintaining its schedules." (*Richard Ivanhoe, written comments*)

"The considerations regarding Muni talk about capacity. It doesn't discuss how the increased traffic will delay Muni, which already has problems with its performance." (*Richard Ivanhoe, public hearing comments*)

"Three Muni bus lines run adjacent to the project site: routes 71 and 7 on Haight Street and route 33 on Haight Street and on Stanyan Street in front of the project site. Other routes, the 43 and the 21, are within a few blocks. SFMTA has identified Haight Street as a major Transit-First corridor.

"The increased car trips generated by the project will increase traffic, slow buses through the neighborhood, and increase bus trip times. Increased traffic can bring buses to a standstill, since Haight Street only has one lane in each direction. These increased bus trip times are not adequately evaluated or mitigated in the DEIR.

"Further, the DEIR's Improvement Measure 1 makes matters worse for buses on Haight Street by diverting some of the project-generated trips to Haight Street. The measure would restrict left hand turns on Stanyan, resulting in more traffic on other streets, including Haight:

" ' Vehicles traveling to the site from the north via Stanyan Street would likely use Page Street, Shrader Street and Haight Street to access Stanyan Street northbound.' (DEIR page 115.)

"Improvement Measure 1 worsens the project impacts for Muni bus riders going through Haight Street on the way to other destinations. The DEIR doesn't adequate[ly] address this issue." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"MUNI routes will be disrupted, i.e., impacts transit over parking, Transit First: Haight Street dead ends onto Stanyan with buses turning both ways." (*Susan Latham, written comments February 23 and 25, and March 10, 2008*)

"This will especially impede the journey of the 33-Ashbury when it turns north onto Stanyan Street." (*Susan Latham, written comments March 10, 2008*)

"My concern, because I live there and know intimately traffic, is the impact on traffic. I do not want to see a little mini freeway entrance and exit onto Stanyan Street. The buses do not just take a left onto Stanyan. They take a right onto Stanyan also. There's also the 33." (*Susan Latham, public hearing comments*)

"We cannot have some 8,000 or more car trips a day on Stanyan Street without seriously disrupting existing traffic and seriously compromising MUNI service on Haight Street, a transit-first street, and on Stanyan Street, a transit-preferential street. We want to bring more people to this neighborhood by public transit, not bring in 8,000 cars a day.

And of course it assumes that existing MUNI service [can] accommodate all the projected additional riders. This is not true. Peak MUNI service is overflowing with riders now. The study should require additional funding for MUNI service increases, at the very least. And it should require a project with half the projected auto traffic.

"Improvement Measure 2 – MUNI. Yielding a few feet of curb space to MUNI's right of way on Haight Street does not go far enough to address the vast impacts of 8,000 cars a day interfering with MUNI buses and riders." (*Teresa M. Welborn, written comments*)

"The DEIR...fails to conduct a discussion on conflicts at peak a.m. and p.m. transit commute functions on the impact of turning actions into the underground parking lot at Stanyan streets...

"Finally, the traffic study needed to be amended to take into account the recently announced increased 71 bus runs past the site." (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

"In addition, the EIR fails, in our view, to adequately analyze the conflict between public transit and a 181 parking space garage entered and exited from one location on Stanyan Street, the secondary transit preferential street." (*Calvin Welch, public hearing comments*)

Response 6.10--Transit Conflicts

As indicated on DEIR page 63, in the San Francisco *General Plan*, Haight Street is designated as a Transit Preferential Street--Transit Oriented, while Stanyan Street is designated as a Transit Preferential Street--Transit Important.

The Planning Department's transit analysis criteria for environmental impact studies includes the assessment of the increase in ridership with respect to available capacity, and whether the project

would result in additional operational delays. It should be noted that the proposed project is expected to generate 3,850 one-way vehicle trips per day, not 8,000 as indicated by one commenter.

The proposed project would eliminate the existing curb cut into the project site on Haight Street. Improvement Measure 2 on DEIR page 116 indicates that a portion of the curb adjacent to the project site be designated as a passenger loading/unloading zone. This measure was identified to reduce potential for conflicts between the proposed project and Muni operations on Haight Street. A No Double Parking, Double Fine zone is already in effect on this block of Haight Street.

Discussion of impacts to transit operations on Stanyan Street is presented on DEIR page 74. Transit vehicles would be subject to increases in vehicle delays at the nearby intersections. Under "Existing-plus-Project" conditions, the addition of project-generated traffic would result in small increases in the average delay per vehicle. This increase would not substantially affect transit operations on Stanyan Street or Haight Street. Comparison of the average delay at approaches to the intersection of Stanyan/Haight indicate that delays per vehicle, including buses, would increase by one to four seconds per vehicle under existing-plus-project conditions compared to existing conditions.

Based on recent discussion with SFMTA regarding signal operations at the intersection of Stanyan/Haight, an improvement measure was identified to modify signal operations in a manner that would better accommodate the transit operations at the intersection. An upgrade of the signal at the intersection of Stanyan/Haight would provide for separate turn phases for southbound left and westbound left turns, during which time pedestrian flows would be restricted. This new signal phasing would facilitate Muni bus movements, particularly from southbound Stanyan Street to eastbound Haight Street. Analysis of changes to the signal timing would result in reduced delays for southbound left turns, while pedestrian crossing conditions would remain at LOS A. Although it is not required to mitigate a significant impact of the proposed project, implementation of this proposed change in signal phasing could result in overall improvement of operations for all modes at the intersection of Stanyan/Haight, and could thus result in a smoother integration of trips generated by the proposed project into the overall flow of traffic, transit, and pedestrians in the area. According to SFMTA, it would be possible to modify the existing signal to accommodate the new phasing plan, and the project sponsor would be requested to pay for the full cost of the signal upgrade.

Pages 20 and 118 of the DEIR will be modified to include the following improvement measure after Improvement Measure 6, as shown in Section D of this document, page 200:

Improvement Measure 7

As an improvement to facilitate Muni bus turns to and from Stanyan Street and Haight Street, the signal at Stanyan/Haight would be upgraded to provide for exclusive left turn movements for southbound and westbound traffic.

Comment 6.11—Turning Movements/Loading

"I am concerned about delivery trucks double parking and idling on Stanyan, and possibly using Page as a backup, while they wait to get into the one loading dock that is proposed." (*Denise Bradley, written comments*)

"Many large trucks will be required to cut across the lanes of traffic to make their deliveries according to the plan. Again, this would impact traffic and pedestrian safety." (*Cheryl Bielinski, public hearing comments*)

"The EIR also speaks of only one truck bay on Stanyan that can accommodate only two of the 27 needed semitrucks to replenish this regional supermarket. 5 sixty foot trucks per day for the supermarket? The draft EIR states that in order to use the loading dock, the truck would need to cross over lanes of traffic then backup. The report does not adequately address how the project will mitigate this. Please include how MUNI and emergency services could be impacted by this truck maneuver. This truck bay is also on the same side as the garage entrance. Shoppers and residents entering and exiting the proposed garage would certainly be delayed as well with such a truck maneuver." (*Holly Edson, RN, written comments*)

"A map, such as the one on p. 66, should clearly show turning motions, and if they are 'wide' vehicles which use more than one lane. A map should provide the same information for trucks that will be delivering to the market, particularly if they have to make left turns across traffic lanes." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The proposed project would generate about 27 truck freight and vehicle service trips per day, with the supermarket generating about 97 percent of the trips. Meeting this demand would require four loading spaces during the peak hour of loading activities, and three spaces during the average hour of loading activities.' The project's two off-street loading spaces would not accommodate this demand, but the demand would be accommodated by proposed on-street commercial loading/unloading spaces. (page 81).

"The supermarket is projected to generate about five 60-foot trucks per day, but can only accommodate one 60-foot truck at a time within the loading area. In order to enter the loading area, a 60-foot truck would need to be in both northbound lanes of Stanyan Street and back into the loading area. In order to exit, the truck would need to be in both northbound lanes of Stanyan Street in order to make a right hand turn onto Stanyan Street. (pages 81-82.) The EIR suggests that delivery via 60-foot trucks will be made before or after store hours, when traffic volume on Stanyan is low. (page 82). But how long will it take to unload 5 60-foot trucks (including the time it will take for 5 trucks to enter and exit the garage?" (*Richard Ivanhoe, written comments*)

"We also have serious concerns on the loading and unloading of food into the Whole Foods site. Although it has been stated that Whole Foods will not require a loading dock and will not use trucks to transport foods, we believe they will, as is the case with other locations. If Whole Foods uses trucks, then there is a potential for a severe traffic blockage on Stanyan Street, and it would block a crosswalk. This blockage would render Stanyan Street unusable for cars and pedestrians on delivery days. What is the plan to prevent the blocking of crosswalks and traffic on Stanyan Street?" (*Chris Jackson, San Francisco Labor Council, written comments*)

"On street parking and circling vehicles lining up/waiting for entrance/exit during busiest times of the day and year."

"Service and delivery: number and size of delivery trucks (only one dock site in garage/impact to Fell Street;

"[There would be] only one loading dock located within the parking structure, request for 85' commercial vehicle designation on Stanyan Street." (*Susan Latham, written comments, February 23 and 25, and March 10 2008*)

"Number and size of delivery trucks (only one dock site in garage/impact to Fell Street); how will drivers see around service/delivery trucks parked in the commercially designated parking along Stanyan?

"Only 1 loading dock located within the parking structure, request for 85' commercial vehicle designation on Stanyan Street;

"Mini freeway entrance/exit that also require trucks to back into the loading dock from the south bound lane of Stanyan? (How will trucks be directed during this maneuver?)

"Single entrance on Stanyan Street for loading/service, tenants and shoppers; Will a right turn only be created for those exiting?

"How will trucks manage the turns off Fell onto Stanyan from the very small exit; how will trucks turn onto Oak Street avoiding the small entrance? Where will they wait, if they cannot park/unload?" (*Susan Latham, written comments, March 10, 2008*)

"Nor does the EIR address the issue [of] one truck bay proposed for the 690 Stanyan project to accommodate the sixty foot trucks for the supermarket. The draft EIR states that in order to use the loading dock, the truck would need to cross over lanes of traffic then backup. The report does not adequately address how the project will mitigate this impact on Muni and emergency services and the general traffic on Stanyan Street." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"Our concern is that the EIR fails to adequately address congestion on Haight and Stanyan Streets caused by vehicles and delivery trucks trying to access the site. We believe that the building's parking garage, loading bays, and curbside loading zones need to be expanded to allow easy and quick access to the site. Without such improvements, we feel that double-parking, queuing on the street, and left turns in and out of the garage and loading dock will clog traffic on Haight and Stanyan Streets.

"Specifically, we would like to see additional loading bays, a wider garage entrance, more garage parking spaces, and the interior of the garage configured for easy traffic flow. Additionally, left-turns in and out of the garage should be banned. Red-zones should be used to smooth traffic entering and leaving the garage, and to provide curbside space for cars waiting to access the garage. This is a large project, and it is appropriate to require that additional space in the building be allocated to vehicle and delivery truck access." (*Emelia Rallapalli and David Driver, written comments*)

"Consideration should be given to including a loading dock on the property. Putting the queuing up and parking of large delivery trucks in the public venue is inappropriate at best. It interferes with pedestrian uses of the very narrow public sidewalks and with MUNI service. When I think of all these delivery semi's pulling up to the market, then either driving in and backing out across the sidewalk and lanes of traffic on Stanyan, or, perhaps worse, backing in across the sidewalk and lanes of traffic on Stanyan, I am horrified.

"The added 'scenic value' of 85 feet of large trucks parked across from Golden Gate Park, and at least 27 trucks a day, backing in and out of the project is truly an eyesore. I have not any [projections] about the noise and pollution produced by these delivery trucks, and at what of day or night they would be making deliveries. The timing of deliveries will have additional negative impacts on MUNI and neighbors.

"Improvement Measure 3 – Loading. The city's giving away parking to the project's proposed off-site loading area is no improvement." (*Teresa M. Welborn, written comments*)

"Specific data should be provided on the location of the curb parking spaces for the trucks and an illustration of the turning movement of these trucks into the garage, noting which lanes will be blocked by that movement." (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

Response 6.11—Turning Movements/Loading

DEIR page 72 indicates that the proposed project would generate a total of 27 daily delivery/service vehicle trips (2 residential and 25 supermarket trips). The *690 Stanyan Street Transportation Study* provides information regarding the number and types of trucks projected to supply the proposed supermarket. The supermarket would generate between 100 and 125 deliveries per week, and between 20 and 25 deliveries a day, depending on delivery schedule. The majority of deliveries—about 72 percent—would be via 20-foot long vans and trucks, about 22 percent would be via large 60-foot long semi-trailers, and about 6 percent would be via 40-foot long trucks.

Some deliveries to the Whole Foods Market would be accommodated within the off-street loading area, and the project sponsor would also request conversion of an approximately 85-foot long curb space on Stanyan Street between the garage driveway and the crosswalk at Haight Street to a commercial vehicle loading/unloading zone for the supermarket. The loading dock would accommodate two standard (i.e., 40-foot-long) trucks, or one 60-foot-long truck and a standard truck. While only one 60-foot-long truck would be able to be accommodated within the loading dock, a 40-foot-long or smaller truck would be able to utilize the second loading space in the dock at the same time. The DEIR states on page 81 that the combination of on-street and off-street loading spaces would be sufficient to accommodate the anticipated loading demand; it is therefore not expected that double parking on either Stanyan or Haight Streets would be necessary to serve the proposed project.

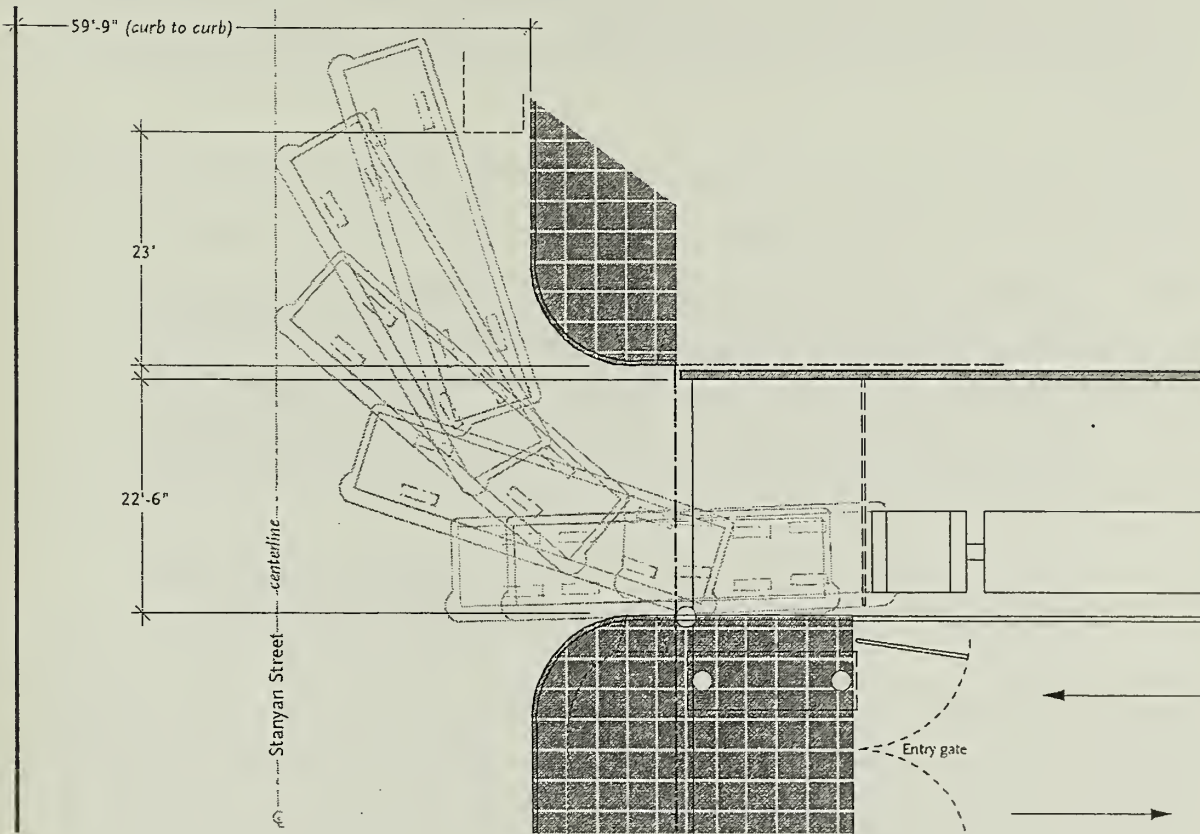
C&R Figure 2, page 129, is from Appendix B of the *690 Stanyan Street Transportation Study* and illustrates the turning radius for a 60-foot long truck accessing the project loading dock. The 60-foot trucks typically deliver goods to more than one store as part of a single trip (including both Whole Food Markets and United Foods trucks), and therefore the entire truck would not be unloaded at the project site. Average loading time for a 60-foot long truck was estimated to be about 45 minutes.¹²

All drivers exiting the parking garage would be required to yield to traffic on Stanyan Street. The sight distance for vehicles exiting the project garage would vary, depending on the number and type of trucks that would be parked within the commercial loading/unloading zone. As in similar situations in San Francisco, drivers exiting the garage would need to stop when they cross the sidewalk, then proceed slowly until they can view the northbound traffic. This is similar to what drivers need to do after stopping at a STOP sign to view the cross traffic on streets where cars are parked right up to the stop line.

Improvement Measure 3 on DEIR page 116 specifies that the project sponsor would provide an on-site employee to coordinate loading for the supermarket use to manage the delivery demand, provide assistance for truck maneuvers into and out of the off-street loading area, and coordinate trash collection activities. Some maneuvers into the loading dock could be underway when the 33-Stanyan buses are traveling northbound on Stanyan Street (four buses per hour on weekdays, and three buses per hour on weekends). Due to the relatively limited number of buses traveling northbound on Stanyan Street, and since the project is projected to have five 60-foot long trucks per day that require the larger turning maneuvers, the potential for conflicts with Muni buses would be minimal.

All vehicles must comply with the California Vehicle Code Section 21806 which requires that drivers yield right of way to authorized emergency vehicles, and drive to the right road curb or edge, stop and remain stopped until the emergency vehicle has passed. Since there are two northbound and two southbound travel lanes on Stanyan Street adjacent to the project site, sufficient room is available for vehicles to yield to emergency vehicles. Backing into loading docks is a standard procedure for trucks throughout San Francisco, and is not considered an impact on Muni and emergency vehicle providers.

¹² Korve Engineering, *Lucky Supermarket at 32nd Avenue and Clement Street Transportation Study*, February 1996. This report is on file and available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Ste 400, as part of Case File No. 98.5391E.



Source: Stephen Antonaros

9-10-09

Haight and Stanyan Turning Movement Figure C&R 2

Figure 14 on DEIR page 66 is a schematic representation of the transit lines and bus stops in the vicinity of the project site. Figure 13 on DEIR page 62 presents the study area, without the bus stops superimposed on the map, which clearly indicates that Waller Street does not extend into the park.

Pages 18 and 116 of the EIR, Improvement Measure 3, will be modified to include the following new paragraphs after the first paragraph, as shown in Section D. DEIR Revisions, page 198:

In addition, the loading dock coordinator would identify locations for truck staging in the event that the on-site and on-street loading areas are occupied. For example, staging areas could include the McDonald's parking lot during the morning peak period, or a short commercial vehicle zone with limited duration (e.g., between 6 and 10 a.m.) on the west side of Stanyan Street across from the project site. The staging location(s) would be reviewed and approved by SFMTA. The temporary staging locations would be distributed to Whole Foods Market delivery drivers and vendors serving the supermarket.

The loading dock coordinator would also prepare a vicinity map and preferred truck access route, which would be developed by Whole Foods Market and distributed to Whole Foods Market delivery drivers and to vendors serving the supermarket.

Improvement Measure 1 on DEIR page 115 includes monitoring of proposed project driveway operations on Stanyan Street, and, if warranted, left turns into and out of the garage would be restricted. As indicated in Response to Comment 6.9, an additional improvement measure will also be included to enhance signal operations at the intersection of Stanyan/Haight.

In February 2008, SFMTA presented the results of its Transit Effectiveness Project ("TEP"). The TEP is a comprehensive review of Muni operations, with numerous proposals for service and street network changes to address issues related to reliability, travel times, and service areas. The TEP proposals will be submitted to the SFMTA Board of Directors for review, and will need to undergo environmental review. The first service and route changes are anticipated to occur in mid 2009. TEP changes in the vicinity of the proposed project include running buses every 5 to 10 minutes on the 71-Haight-Noriega and 71L-Haight-Noriega Limited. In the vicinity of the project site, the 71-Haight-Noriega and 71L-Haight-Noriega Limited travels on Haight Street and Stanyan Street south of Haight Street. Delivery truck activities at the project loading area would not affect the 71/71L-Haight-Noriega buses. There are no changes proposed for the 33-Stanyan in the vicinity of the project site. However, the 33-Stanyan would replace the 24-Divisadero south of 24th Street.

Comment 6.12—Bus Stop Bar at Waller

"The placement of the 'bus stop' bar at the end of Waller hides the fact that Waller Street is not an entrance/exit to the park. A person unfamiliar with that location, who looks at that map, could easily 'see' Waller as an entrance to the Park." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

Response 6.12—Bus Stop Bar at Waller

Figure 14 in the Draft EIR, which schematically depicts the transit network and bus stop locations, depicted the southbound bus stop at the approach to Waller Street too far south. Figure C&R.3 on the following page depicts the corrected location and replaces Figure 14 on page 66 of the DEIR, as shown in Section D. DEIR Revisions, page C&R.198 of this document. As shown on the underlying map (and on Draft EIR Figure 13 – Transportation Study Area and Analysis Locations), Waller Street does not continue into Golden Gate Park.

Comment 6.13—Traffic Impacts/Traffic Congestion in Vicinity

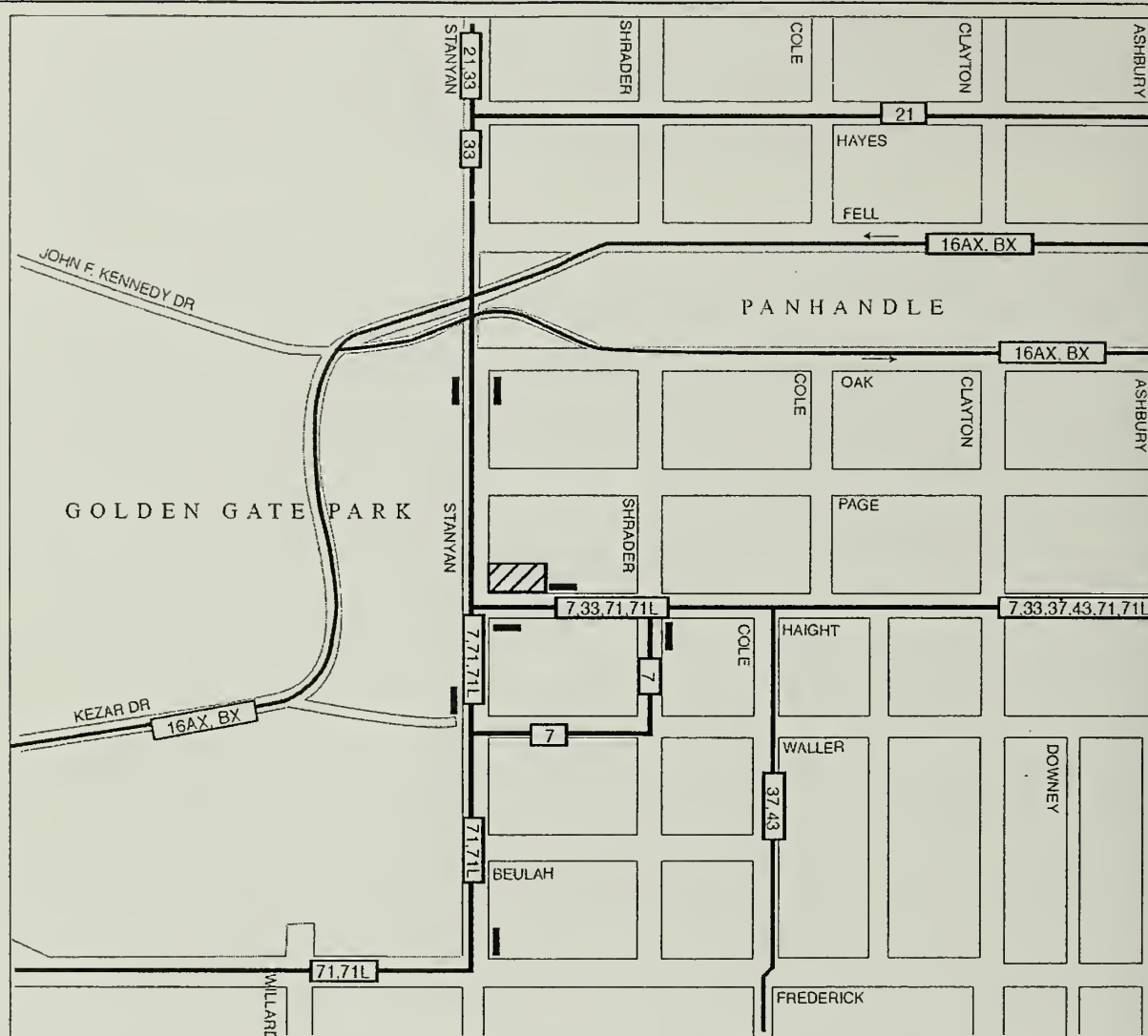
"The EIR might have to look a little more closely on some of the traffic concerns, but the traffic concerns on Stanyan aren't different than anywhere else in the City when you indeed introduce a change in use of that kind. What I'm intrigued about is the general track record of Whole Foods of having been innovative throughout the city where they are in the different locations to deal with unusual circumstances, not in a formulaic way, but in an imaginative way. I'm looking at the corner of California and Franklin, the store I frequently use was the re-use of a former automotive building has been handled in a way that is quite exemplary. Again, Franklin is a very major movement corridor, even much more intense than Stanyan. And again, there are problems. I see some people nod. There are problems, but they are dealt with, I think, in a very forward-looking way.

"People walking—I live at least eight blocks away and yes, walking is indeed quite a possibility when you go to Whole Foods and have fun shopping there. So I see not as myself, but I see lots of other people walk to Whole Foods because driving is sometimes more headache so we walk.

"Also we walk two streets over, and I think you have the same situation on Stanyan, you take a bus to go home if the bag we're carrying is too heavy, and that is not an imposition on anybody. I do see people here saying we walk as a very good possibility because I see it in my own—in my own setting." (*Commissioner Kathrin Moore, public hearing comments*)

"On a daily basis there is traffic congestion in the Haight. It is most severe at rush hour during the week and throughout the weekend." (*Cheryl Bielinski, written comments*)

"On a daily basis, there's congestion in the Haight, traffic congestion, and it is most severe during rush hour and throughout the weekend, and that's when most people do their food shopping. So, again, you know, the 8,000 car trips a day would exacerbate the problem. This will cause traffic backups probably to



Legend

PROJECT SITE

MUNI BUS LINE

BUS STOP



NOTE: SOUTHBOUND BUS STOP AT THE APPROACH TO WALLER STREET WAS MOVED NORTH.

Source: JCW Consulting

RR 05

Existing Transit Network and Stop Locations Figure C&R 3 (Revised DEIR Figure 14)

Fell and Oak as well as Stanyan and Haight, and it probably would be like the situation at Trader Joe's at Masonic and Geary." (*Cheryl Bielinski, public hearing comments*)

"The neighborhood, which is presently shared by residents and tourists alike, cannot reasonably accommodate another...13,000 visitors per week without seriously compromising its integrity. A busy market would sacrifice...The safety of pedestrians at an already precarious intersection, for most likely there would be steady traffic in all directions pouring into a small parking lot facing the park." (*Ariane Eroy, written comments*)

"The traffic study is also incomplete and inadequate in its failure to discuss the key role Stanyan Street plays as a major traffic thoroughfare.

"The traffic study does not mention that cars use Stanyan in the Southbound direction as a major thoroughfare to get to Parnassus Avenue (UCSF is nearby) and 17th Street. While driving southbound on Stanyan at peak use times, cars need to get into the right lane to avoid the back up at Haight Street resulting from cars turning left from Stanyan onto Haight at the intersection of Stanyan/Haight. These Southbound Stanyan drivers then need to get into the left lane in order to remain on Stanyan to get to their destinations since the right lane itself turns onto Frederick Street. These drivers also need to be mindful of the Muni buses in the right lane and bus zone of the bus stop at Stanyan and Haight on the Southwest par of the intersection. However, the right lane at Beulah Street is where cars drive to turn right into the Kezar parking lot (and possibly a Skate Park at Waller and Stanyan Streets, in the future). Additional back-ups on Stanyan Street due to the project will worsen this, and this also needs to be analyzed in conjunction with the Muni buses that turn left from Stanyan Street onto Waller Street.

"In the middle of all of this, and of special concern, is the very key intersection of Haight and Stanyan Streets which is crossed by cars, bikes, and pedestrians going to and from Golden Gate Park.

"It is not even discussed how increased traffic congestion and backups due to cars entering the proposed project's garage from a northerly and especially southerly direction would cause potential disruptions to ambulances and fire trucks that regularly use Stanyan Street at high speed. Nor does the Traffic Study even provide clear diagrams or maps showing exactly how car would actually travel across the current double lines to make a left turn to the proposed parking garage while traveling on Stanyan in a Southbound direction. It is difficult to provide meaningful comment here when the exact proposal is not shown on a diagram, and one needs to be created and presented to the public showing the new, proposed left turn lane to enter the garage." (*Larry Ferguson, written comments*)

"Also please provide information on the usage patterns of the bars, restaurants and other eating/drinking establishments in this area of the Haight. There is a significant demand for parking for these businesses in the late evening. What conflicts re traffic and parking should be expected?" (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The Haight-Ashbury area is a very popular area that is visited by thousands of people every day. The proposed development would greatly add to the traffic...issues that the Haight struggles to deal with every day." (*Chris Jackson, San Francisco Labor Council, written comments*)

"One major concern is that the proposed structure will cause a significant increase in vehicle traffic and need for parking. I think patrons of Whole Foods are not likely to take public transit because it is difficult to transport large quantities of groceries without a vehicle. In addition, patrons from many areas of the city will not have a direct route to this location, making it inconvenient to utilize public transit. The

Haight Street corridor is already congested with vehicles, pedestrians and bikers; traffic to and from the proposed building will only add to the congestion problem. Moreover, the builder does not plan to provide sufficient parking, which will force patrons to drive around the area looking for spots. This would further increase the congestion and may pose a hazard to pedestrians and cyclists because these drivers may be more focused on looking for a parking space than on people around them." (*Elizabeth Kroboth, written comments*)

"The DEIR defines the [transportation study] area too narrowly, only going one or two blocks to the north, east, and south, and not going into Golden Gate Park to the west. It cannot be said that these areas are outside the scope of the affected areas of the project, particularly when the project is meant to draw trips from out side of the neighborhood. Other EIRs, such as those for the projects in the Golden Gate Park Music Concourse, studied intersections as far away as the Stanyan/Fulton intersection, which has a very low level of service. The DEIR doesn't measure impact on the emergency room at St. Mary's, or on the Kezar parking lot two blocks away." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"North of proposed entrance/exit on and around the corner on Page Street are banks of garages with multiple parking spaces. These vehicles back into both Stanyan and Page Streets exit into on-coming traffic;

"There already exists a Fix Masonic, the eastern border of the Haight, an organization committed to addressing traffic dangers that impact the Panhandle at Fell [and] Oak Streets;

"Large tour buses and vans, mechanized cable cars, mini-touring cars cruising the Haight Ashbury year round...

"Haight Street dead ends onto Stanyan with buses turning both ways;" (*Susan Latham, written comments March 10, 2008*)

"St. Mary's Hospital emergency room at Hayes Street; UCSF emergency and intra-hospital transit vehicles use the Stanyan Street corridor; A Fire Station that uses Stanyan as a main artery; Park Library which has toddler reading programs; Park Station police use Waller [at] Stanyan to enter their district;

"Park Library; Park Station police use Waller and Stanyan to enter their district; The traffic at Stanyan/Fell/Oak/JFK is already very dangerous; Taxis use Haight [to] Stanyan [to] Page [to] Shrader [to] back to Haight Street as a speedy turnaround, that is, if they do not perform a U-turn on Shrader [and] Haight. (*Susan Latham, written comments, February 23 and 25, 2008*)

"I'm here as a Haight board member again, a 40-year resident and a 10-year resident [adjacent to] the south end of the property.

"We already have a Fix Masonic organization trying to help Masonic Avenue. We don't want to see the same thing on Stanyan. Stanyan has emergency rooms, fire departments, a library, Boys and Girls Club. I suggest you look at www.chaosonhaight.com if you want to see what that neighborhood is like." (*Susan Latham, public hearing comments*)

"My only concern is the traffic implications. The report grossly under estimates the effect of the northbound traffic turning left to enter the garage. That is already a problem area as it backs up beyond Oak and Fell during peak traffic hours. Stanyan Street is a very busy street as it cuts through the park and it wasn't designed like Masonic. My suggestion is to add a southbound ramp on the west side of the road that goes underneath the road. I am sure this would be expensive and probably would require an enormous amount of red tape as they would have to use a little park land." (*Scott Lebus, written comments*)

"A Commissioner alluded to the traffic and pollution impact of tour buses on Haight Street, as lacking in the traffic flow analysis. There is no such problem. Tour buses have been banned from Haight Street for a couple of decades, precisely because they unnecessarily added to the pollution from exhaust fumes as they meandered down street to permit the tourists to gawk at the locals. In short concerns about tour buses are baseless." (*Ted Loewenberg, Treasurer, Haight Ashbury Improvement Association, written comments*)

"The traffic study does not mention that cars use Stanyan in the Southbound direction as a major thoroughfare to get to Parnassus Avenue (UCSF is nearby) and 17th Street. While driving Southbound on Stanyan at peak use times, cars need to get into the right lane to avoid the back up at Haight Street resulting from cars turning left from Stanyan onto Haight at the intersection of Stanyan/Haight. These Southbound Stanyan drivers then need to get into the left lane in order to remain on Stanyan to get to their destinations since the right lane itself turns onto Frederick Street." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"At the moment this is a highly congested corner with four major Muni lines and a very busy McDonald's fast food enterprise across the street from the proposed development. As a large destination supermarket, the congestion will be horrendous. This is one of the primary entrances to Golden Gate Park and particularly the Children's Playground area." (*James Rhoads, written comments*)

"Without denying the need for a supermarket and affordable housing in the upper Haight, I think it is inevitable that the estimated 1,800-plus daily car trips to 690 Stanyan would push traffic to a critical mass.

"The intersection of Haight and Stanyan already sees very dense traffic from residents, tourists, park users, Amoeba Records shoppers, Kezar Stadium events, pedestrians and three Muni lines (routes 7, 33 and 71).

"The load is increased by overflow traffic due to the regular closure of JFK Drive on Sundays and holidays. Furthermore, gridlock is guaranteed during each street festival (the Haight Street Fair), foot race (Bay to Breakers), and park event (the reopening California Academy of Sciences, A La Carte, A La Park)." (*Carl Russo, written comments*)

"And my last point is in regards to the freeway that we call Stanyan Street. It is now very, very busy. We've tried to have the police come out and try to slow it down. I walk my service animal across the street and it is hazardous. I almost get run over every day, and have been waiting over four years for a traffic control device there. I can't imagine with the installation of this business and this store how that is going to affect things and that must be taken into consideration with the EIR." (*Bruce Wolfe, public hearing comments*)

"Backupped traffic on Fell and Oak will affect traffic city-wide." (*Teresa M. Welborn, written comments*)

Response 6.13—Traffic Impacts/Traffic Congestion in Vicinity

The transportation setting on DEIR pages 61 to 69 reflects the characteristics of the transportation network in the vicinity of the proposed project. Stanyan Street is identified as a Secondary Arterial and as a Transit Preferential Street – Transit Important street between Fulton and Frederick Streets. Vehicles using Stanyan Street as a through route, or Page Street as a route to

bypass the traffic signal at Oak Street, are included in the peak hour traffic volumes used in the analysis. Page Street is identified as part of Bicycle Route #32. The existing setting discussion reflects the visitor trips to Golden Gate Park and commercial establishments on Haight Street.

DEIR pages 71 and 72 present the travel demand associated with the proposed project. Travel to the residential and supermarket uses would be made by all modes, including driving, walking, bicycling, and by transit. The split between vehicle modes was calculated based on the existing mode split in the vicinity of the project site. The proposed project would add a supermarket to a residential neighborhood not currently served by this use, and a substantial number of trips to the site are projected to be via walk and bicycle modes. On a daily basis, the proposed project would generate about 3,850 vehicle trips (including both inbound to the site, and outbound from the site), not 8,000 vehicle trips per day as suggested by one commenter.

The travel demand associated with the existing bars, restaurants and other eating/drinking establishments in this area of the Haight, are reflected in the existing setting on DEIR page 67, for conditions during the weekday p.m. and Saturday midday peak periods. In addition, parking utilization within the study area was calculated for weekday evening conditions – between 6:30 and 8:00 p.m., and reflects evening use of the establishments noted by one commenter. During the 6:30 to 8:00 p.m. period, about 92 percent of the parking spaces in the study area were occupied. As the establishments close, additional parking spaces become available for overnight parking. Peak demand for the supermarket does not occur during the late evening, and the evening supermarket demand is anticipated to be accommodated within the supply of 114 spaces. For additional information regarding evening parking demand at Whole Foods Market, see Response to Comment 6.12.

DEIR pages 72 through 84 present the results of the transportation impact analysis, including impacts of the proposed project on traffic, transit, parking, pedestrian, and bicycle conditions, as well as impacts associated with loading/unloading and construction activities. The transportation impact analysis was conducted based on the scope of work developed by the Planning Department, and based on the methodologies applied to similar projects in the City. No significant transportation impacts resulting from the trips attributable to the proposed project were identified.

DEIR pages 73 and 74 provide an assessment of vehicle access from Stanyan Street into the proposed project garage. Left turns from Stanyan Street southbound into the project site are

currently permitted, and an additional left turn lane is not proposed as part of the project. Improvement Measure 1 on DEIR page 115 includes monitoring of conditions at the project driveway, and, if warranted, additional measures could be implemented to reduce conflicts between vehicles entering and exiting the project garage and traffic on Stanyan Street. Response to Comment 6.9 presents an additional improvement measure identified by SFMTA that would facilitate Muni bus turning movements from Stanyan Street southbound to Haight Street eastbound. This improvement measure would also facilitate vehicular access to and from the project site by providing for additional gaps in southbound and northbound traffic flow during the exclusive turn phases..

SFMTA intends to signalize the intersection of Stanyan/Page Street to improve connectivity for pedestrian and bicyclists between Page Street and Golden Gate Park. See Response 6.2 for a description of this project.

While the proposed project would increase vehicle, transit, bicycle and pedestrian trips in the vicinity of the project site, the increase would not result in significant impacts. The proposed project was designed to accommodate the increase in trips to and from the project site, for example by providing queuing space along the driveway into the garage area so that vehicles would not queue onto Stanyan Street. The proposed project would provide parking for the residential and supermarket uses, for both vehicles (a total of 181 vehicle parking spaces) and bicycles (a total of 47 bicycle parking spaces).

Comment 6.14—Page Street Conditions

"[A]n analysis of Page Street traffic, if it is not complete...should be looked at.

"And in terms of the double parking problems now on Page Street, I'm not quite sure whether, you know, sometimes adding the parking that the market provides might tend to minimize it because people might be able to park and shop and do some other things, whereas there is no available parking present now..."
(Commissioner Michael Antonini, public hearing comments)

"I am concerned this project will significantly increase traffic on Page Street, especially on the block between Stanyan and Shrader. As it is now, vehicles going north on Stanyan wishing to turn right onto Oak but avoid the traffic light at Oak, turn right onto Page. This happens for automobiles during rush hours, but also for truck and vans (specially UC Med Center van) at all times during the day and evenings. Often there is more traffic on Page, which is essentially a residential street, that there is on Haight. The problem is exacerbated by cars and busses double parked in front of the Boys and Girls Club (which is on Page between Stayan and Shrader) and the lack of enforcement by DPT. Further, the many children going to and from the Club make this not only a traffic issue, but also an issue of safety for those

children. Added passenger trips to the proposed Whole Foods Market, delivery trucks to the Market and residents in the new apartments will only add to this problem.

"It is essential that the City mitigate this issue by: prohibiting through trucks and passenger vans on Page St between Stanyan and Shrader; [and] enforcing parking regulations." (*James Assing, written comments*)

"I would like to address the inadequacies of the EIR. First off, the traffic analysis is totally inadequate for those of us on Page Street. Page Street is a bike lane. It is a two-lane road, and we have serious problems with people wanting to avoid traffic lights at the Oak Street. They turn right onto Page Street to get through. This happens with buses, vans from UC Med Center, trucks, and I feel that these issues can't be mitigated, but they should be addressed in the EIR. One of the things is to not allow through trucks, not to allow vans such as are coming from the Med Center.

"And I hope the City officials are listening to this because we have consistent problems on Page Street with double parking at the Boys and Girls Club. As was mentioned, there's a website called [chaosonpagestreet](http://chaosonpagestreet.com) which has been documenting since I believe...2003 the double parking issue which the Department of Parking and Traffic has totally ignored. We call and complain. The little Cushmans come around, go around the block, warn the people, go away for a half an hour and then come back when the people have moved out. Some of the more serious offenders for double parking on Page Street is the Boys and Girls Club. All it is—one of these days, one of those kids running between the cars amidst the angry drivers is going to get hit and injured and then maybe something will be done about it. I don't think we should have to wait and see until that happens.

"The City is going to—if this project goes forward, the City has got to step up to the plate on the traffic issue." (*James Assing, public hearing comments*)

"I am a teacher, and I am particularly concerned about children's safety. There is a Boys and Girls Club on Page Street near Stanyan, and Park Branch Library is a couple of blocks down on Page." (*Cathy Bellin, written comments*)

"And also the Boys and Girls Club on Haight Street, which I live right across from, the parents pick up their children between 5:00 and 6:00 every afternoon and there's a line of cars that are double parked there, and the traffic will make an unsafe situation more dangerous." (*Cheryl Bielinski, public hearing comments*)

"The 1900 block of Page Street is also the home of a Boys and Girls Club. During peak use hours of this youth organization, parents or guardians use Page Street as a loading zone for children. Currently there is no loading zone for the Club. Often, cars are double parked on the north side of the street causing congestion. DPT is called frequently to mitigate congestion and neighborhood frustration related to this loading/double parking." (*Holly Edson, RN, written comments*)

"In addition, there are some existing traffic issues on Page Street related to double-parking at the Boys and Girls Club, that will be exacerbated. This was not discussed, but should be discuss[ed] (also see www.chaosonpage.com)." (*Larry Ferguson, written comments*)

"The parking impact of 62+ unit tenants and their guests has been severely under-estimated by the developer and the EIR. Parking is already a problem in the area with the Boys Club and their parents double parking on the street. Deliveries to the proposed Whole Foods store in the project would make the double parking problem even worse. My driveway is frequently blocked by double parkers.

"The traffic volume from a high density project like this will increase dramatically, especially during morning and evening commute times. The concentration of cars in the local neighborhood will make it more difficult for all the residents to get in and out of their residences, and will add to the safety concerns for the resident's children and the Boys and Girls club. I am very concerned about the additional traffic and pedestrian safety created by the proposed project." (*Kathleen Hanrahan, written comments*)

"The parking has already been addressed. The issue with the Boys and Girls Club, I encourage you to check out the website [chaosonpage.com](http://www.chaosonpage.com). It is just a nightmare out there. And in many instances, because it is only a two-lane road and all the double-parked cars, you can't get through. There have been several near-serious altercations on the street because of the traffic." (*Kathleen Hanrahan, public hearing comments*)

"Will there be a right hand turn only exit onto Stanyan Street, thereby directing more traffic onto Page Street? Again, please refer to [ww.chaosonpage.com](http://www.chaosonpage.com); a few blocks away: <http://www.sfbike.org/> and <http://www.fixmasonic.org/>; (*Susan Latham, written comments, March 10, 2008*)

"Boy and Girls Club ([at] Page Street) already has serious problems with double parking, parking on the sidewalk, and school bus parking (please see www.chaosonpage.com)).

"The traffic at Stanyan/Fell/Oak/JFK is already very dangerous;

"Pedestrian and vehicular fatality risk;" (*Susan Latham, written comments February 23 and 25, 2008*)

"Increase pedestrian and vehicular fatality risk; pedestrian safety, especially children, families and those with challenged mobility;

"Bicycles, baby strollers, dog walkers, runners as well other alternative transportation like the tiny touring cars;

"Boys and Girls Club children and families walk to McDonald's..." (*Susan Latham, written comments February 23, 2008*)

"In addition, the 1900 block of Page Street is also the home of a Boys and Girls Club. During peak use hours of this youth organization, parents or guardians use Page Street as a loading zone for children. Currently there is no loading zone for the Club. Often, cars are double parked on the north side of the street causing congestion. DPT is called frequently to mitigate congestion and neighborhood frustration related to this loading/double parking. www.chaosonpage.com clearly illustrates this current almost daily traffic issue. This was not discussed in the EIR." (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"Cars circling due to the projected parking deficit of 60 spaces] is a serious impact on ... Page Street, for pedestrians and users of the Boys and Girls Club" (*Teresa M. Welborn, written comments*)

"Just today I reported to DPW through the 311 service of sinkholes that are beginning to form on Page Street because of all of the construction over the past decade, and it comes and goes. PG&E can come whenever they please. AT&T can come whenever they please. And the sewer retrofit was done a long time ago and hasn't been examined or assessed. It is now causing major problems. Additional congestion will cause damage to the streets, and that must be taken into effect." (*Bruce Wolfe, public hearing comments*)

Response 6.14—Page Street Conditions

The unsignalized intersection of Stanyan/Page was analyzed, and results of the intersection level of service analysis are presented on DEIR pages 73 and 76. Vehicles currently using Page Street to bypass the traffic signal at Oak Street are included in the traffic volumes used in the analysis. During the weekday p.m. and Saturday midday peak hours, there are more vehicles on Haight Street between Stanyan and Shrader Streets than on Page Street between Stanyan and Shrader Streets. During the weekday p.m. peak hour there are about 265 vehicles on Page Street between Stanyan and Shrader Streets, and about 390 vehicles on Haight Street between Stanyan and Shrader Streets. During the Saturday midday peak hour, there are about 220 vehicles on Page Street between Stanyan and Shrader Streets, and about 470 vehicles on Haight Street between Stanyan and Shrader Streets.

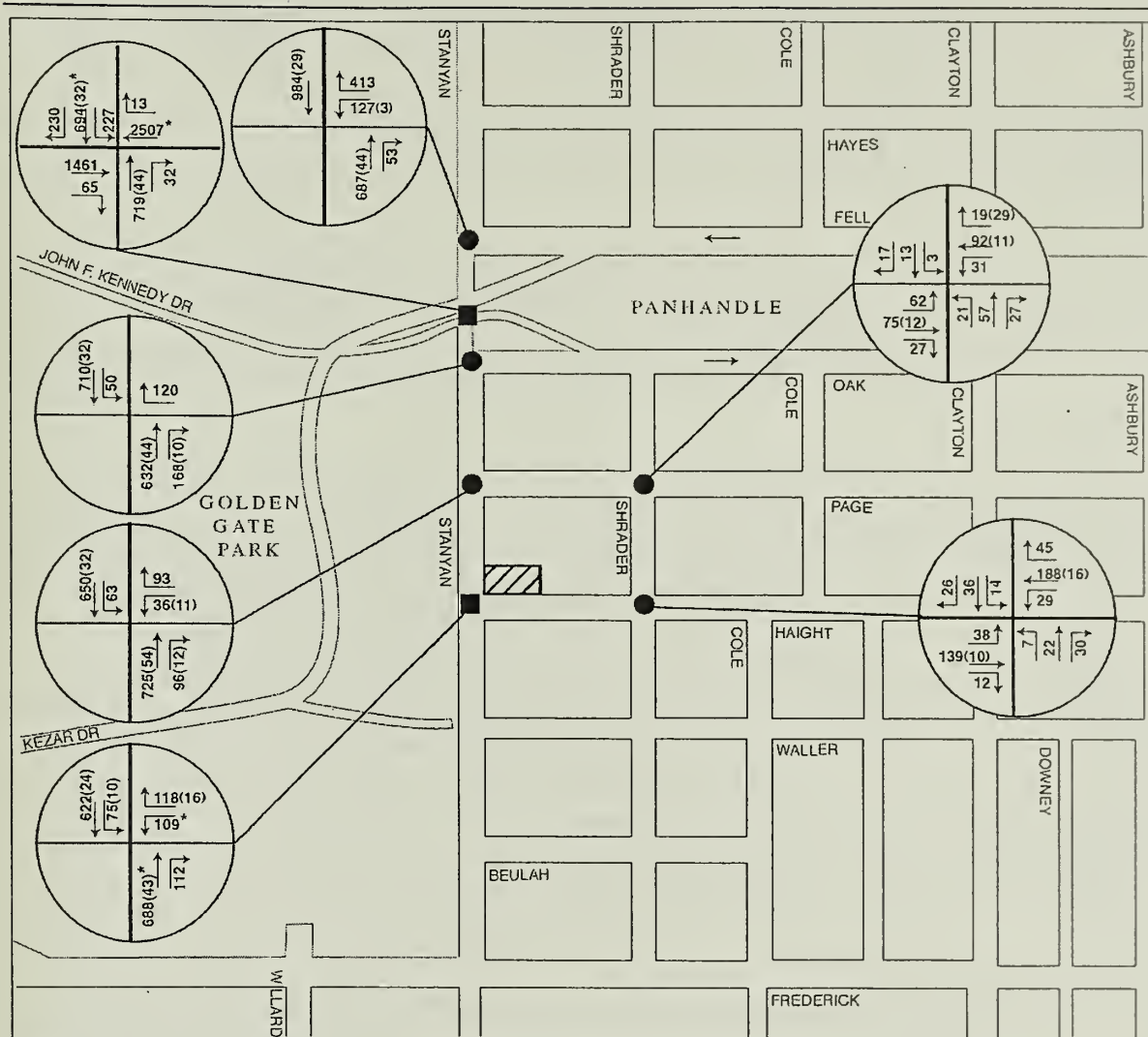
Existing double parking of vehicles when events occur at the Boys and Girls Club on Page Street should be addressed through enforcement and provision of a passenger loading/unloading zone. Residents could request that SFMTA to review the special passenger loading/unloading needs of this facility. These traffic conditions are not associated with the proposed project. The proposed project would not result in significant traffic volume increases on Page Street; Figures C&R.4 and 5 on the following pages indicate that 12 additional turns onto Page Street from Stanyan Street by project-generated vehicles are expected during the weekday peak hour, and 24 additional vehicles are expected during the Saturday midday peak hour.¹³ These figures were included in the *690 Stanyan Street Transportation Study* as Figures 8 and 9.

Standard specifications for construction of most streets within San Francisco are 6 to 8 inches of concrete base, and 2 inches of asphalt on top, and are designed to support considerable traffic loads (streets such as Bayshore Boulevard that carry very high bus and/or truck volumes the section is a 9- to 10-inch concrete base, with a 3 inch asphalt top). The additional traffic associated with the proposed project would be within the design volumes. Any sinkholes associated with previous construction activities should be addressed by DPW in the near term.

Comment 6.15—Emergency Vehicles and Stanyan Street Conditions

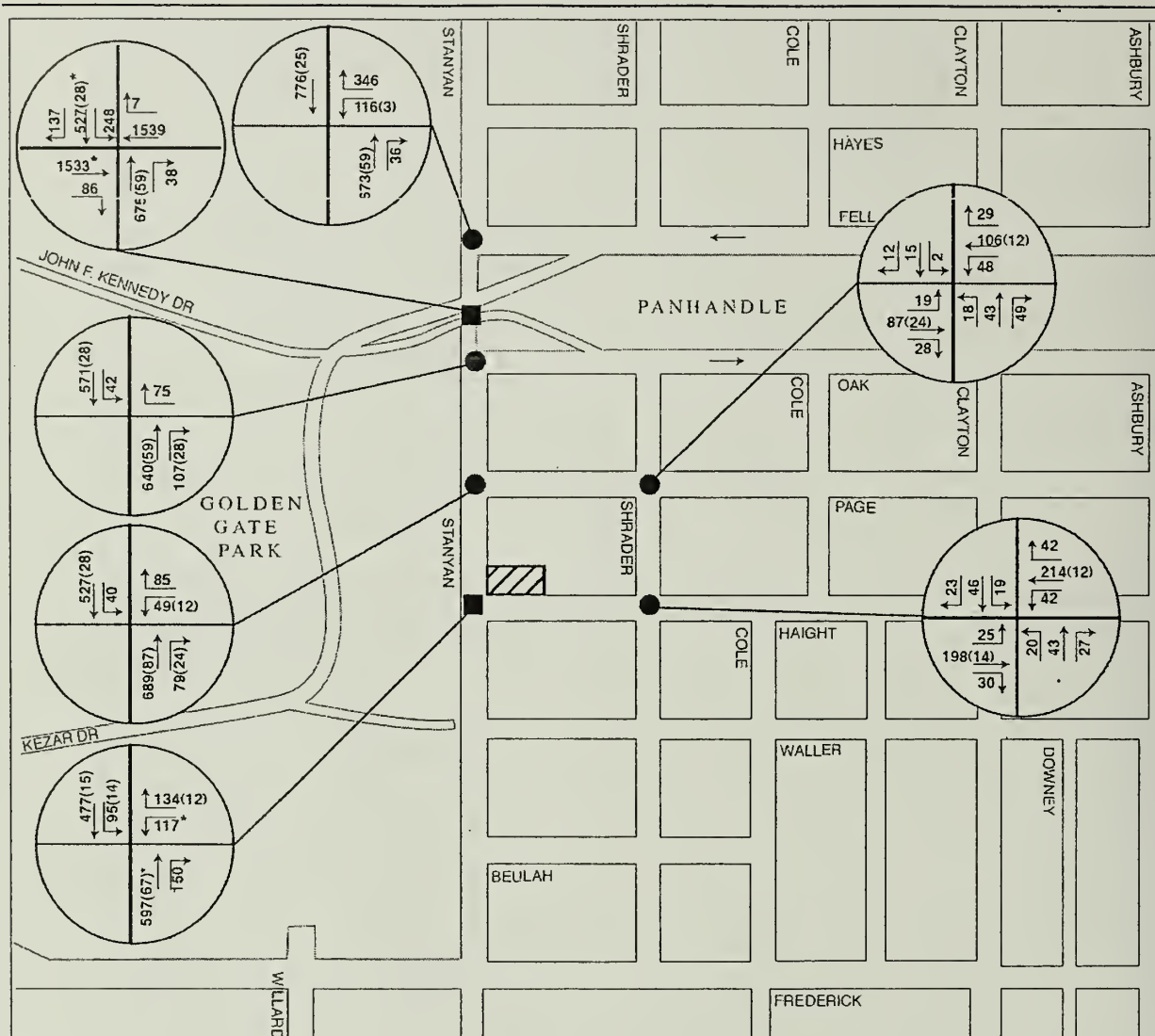
"A fire station and St. Mary's Hospital are located nearby on Stanyan." (*Cathy Bellin, written comments*)

¹³ LCW Consulting, *690 Stanyan Street Transportation Study, Final Report*. January 3, 2008 This document is available for review as part of Case File No. 2006.0460! at the San Francisco Planning Department, 1650 Mission Street, Suite 400.



Source: LCW Consulting
9-10-08

Existing Plus Project Traffic Volumes—Weekday PM Peak Hour Figure C&R 4



Legend

- PROJECT SITE
- UNSIGNALIZED STUDY INTERSECTION
- SIGNALIZED STUDY INTERSECTION
- (#) PROJECT - GENERATED VEHICLES
- * CRITICAL MOVEMENT



Source: LCW Consulting

8/8/08

Existing Plus Project Traffic Volumes—Saturday Midday Peak Hour Figure C&R 5

"Emergency vehicles traveling to the hospital and the fire station will also be impeded by congestion." *(Cheryl Bielinski, public hearing comments)*

"Stanyan Street is a main emergency services artery for St Mary's UCSF and a fire station on Stanyan. The draft EIR does not adequately address how traffic flow would be mitigated." *(Holly Edson, RN, written comments)*

"[The transportation study] does not identify key emergency service locations in materially close proximity to the site. For example, there is a Fire Station at Stanyan and Grattan whose vehicles travel on Stanyan Street to go in a northbound direction, and there is the St. Mary's Hospital Emergency Room at Stanyan Street and Fulton and ambulances use Stanyan Street to get there." *(Larry Ferguson, written comments)*

"The traffic study did not fully address the impact of the project on the nearby Police Station (1 block) and Fire Station (2 blocks) on Stanyan and St. Mary's Hospital just to the south Stanyan. The proposed Whole Foods store, with its associated deliveries, has a potential to impact emergency vehicles going up and down Stanyan." *(Kathleen Hanrahan, written comments)*

"I am also concerned that truck traffic (and vehicular traffic) from the project could impede emergency vehicles. St. Mary's hospital is four blocks to the north on Stanyan; the fire station at 1145 Stanyan is six blocks to the south; UCSF Medical center is five blocks south and two blocks east. Stanyan is the major north-south route for these locations." *(Richard Ivanhoe, written comments)*

"The report mentions that there will be five per day 60-foot trucks backing into the parking garage across two lanes of Stanyan Street. Two concerns: Same area, a hospital building is close by. There's a fire station not too far away. UC Med Center is not too far away. I'm concerned about the impact on the emergency vehicles." *(Richard Ivanhoe, public hearing comments)*

"The DEIR does not analyze the effects of the project on the St. Mary's Medical Center emergency room, a vital service for the neighborhood and surrounding neighborhoods.

"The DEIR states 'Golden Gate Park is across Stanyan Street from the project site, but no schools, convalescent homes, or hospitals are in the immediate project vicinity.'

"This is a misleading statement. St. Mary's Medical Center is on Stanyan Street only four blocks north of the project site on Stanyan Street, which is on the only direct route to the project site from the north part of the city. The entrance to the hospital's emergency room is on Stanyan Street, one block south of the LOS D Stanyan/Fulton intersection described in the previous section.

"Given the vital nature of this hospital located on the same street as the project site, along the major north-south conduit to the project site, the traffic impact of the project on the hospital must be studied." *(Norman Laforce, Sierra Club, San Francisco Chapter, written comments)*

"Stanyan Street: a. has an emergency room (St Mary's @ Hayes Street); UCSF has emergency vehicles use the Stanyan Street corridor; Fire Station that uses Stanyan as a main artery." *(Susan Latham, written comments, February 25, 2008)*

"The EIR predicts that there will be 'less than significant impact' environmentally with the project as presented. This is consistent with the experience of those who live in the Haight, and are familiar with the former supermarket, Cala, at that location. The mix of people coming and going throughout the day and

evening was never a problem vis a vis traffic congestion, or scarcity of parking. A new full service grocery therefore should not create a substantially different environmental impact.

"For maximum safety, vehicle driver should be prohibited from making a left turn from the southbound lanes of Stanyan St. into the project parking area. The City should distribute pamphlets to city residents to show them the various options drivers have to getting onto Stanyan St. in a northbound direction, so as to minimize traffic congestion, especially shortly after opening of the grocery.

"The other option is to explore the possibility of a left turn lane from southbound Stanyan into the garage, between Page and the parking entrance. While not as safe, it may provide a feasible means of minimizing vehicle congestion in the area.

"Which of these solutions is best should be based upon safety (collision avoidance), and minimizing the environmental impact (the time a motor runs) to get shoppers into the garage." (*Lorraine Lucas, Ted Loewenberg, Joan Boyd (no sig.), Kent Uye Hara; Haight Ashbury Improvement Association, written comments*)

"The traffic study is also incomplete and inadequate in its failure to discuss the key role Stanyan Street plays as a major traffic thoroughfare. For instance, it does not identify key emergency service locations in materially close proximity to the site. For example, there is a Fire Station at Stanyan and Grattan whose vehicles travel on Stanyan Street to go in a North bound direction, and there is the St. Mary's Hospital Emergency Room at Stanyan Street and Fulton and ambulances use Stanyan Street to get there. (*Pi Ra, Haight Ashbury Neighborhood Council, written comments*)

"[Cars circling due to the projected parking deficit of 60 spaces] is a serious impact on ... Haight and Stanyan Streets, for pedestrians and MUNI" (*Teresa M. Welborn, written comments*)

Response 6.15—Emergency Vehicles and Stanyan Street

The *TIA Guidelines* do not identify a specific assessment of emergency vehicle impacts. As indicated by some commenters, the project site is in proximity of a number of emergency service providers (e.g., fire station, police station, St. Mary's hospital), and these providers use Stanyan Street as an access route. The proposed project does not include any design features that would change or impede emergency response. Per California Vehicle Code Section 21806, all vehicles must yield right-of-way to emergency vehicles, and remain stopped until the emergency vehicle has passed. Since, adjacent to the project site, there are two northbound and southbound travel lanes on Stanyan Street, sufficient room is available for vehicles to yield to emergency vehicles. The proposed project would provide two on-site loading spaces and include a commercial vehicle loading/unloading zone on Stanyan Street to accommodate the supermarket loading demand. The project sponsor would implement transportation improvement measures (see DEIR pages 115 through 118) to facilitate truck movements into and out of the on-site loading areas, and reduce the potential for double-parking.

While the proposed project would increase vehicle trips on adjacent roadways, this increase would not result in significant impacts on any of the study intersections. Intersections adjacent to

the project site would continue to operate at LOS D or better during both the weekday p.m. and Saturday midday peak hour conditions. Therefore, intersection conditions resulting from the proposed project would not result in a significant impact on emergency vehicle operations.

As indicated by a commenter, the proposed project would not result in significant impacts on transportation conditions. The DEIR does include, however, Improvement Measure 1 on DEIR page 115, describing the proposed monitoring of conditions on Stanyan Street, and, if warranted, restrictions to left turns into and out of the project garage.

Page 115 Improvement Measure 1 was modified to include the following language after paragraph 1, as shown in Section D. DEIR Revisions, on page 198 of this document:

If left turns restrictions from Stanyan Street southbound into the project garage are determined to be warranted, Whole Foods Market would prepare and distribute to customers leaflets regarding turn restrictions and route options to minimize "around the block" maneuvers for vehicles coming from the north. This information would also be posted on the Whole Foods Market website.

The provision of a separate left turn from southbound Stanyan Street into the project is not feasible while maintaining two southbound travel lanes. However, as described in Response 6.9, an upgrade to the signal at Stanyan/Haight would improve southbound flows at the Stanyan Street approach to Haight Street. This upgrade is included as an additional improvement measure in the FEIR.

Comment 6.16—Academy of Sciences

"I just want to echo the comments on the transportation concerns and the traffic. I would like to point out that the California Academy of Sciences has been closed. It will be open and that is going to bring in a whole lot of people and traffic on feet, on bicycles, on buses, you know, everywhere. And so I think that somehow needs to be incorporated in narrative. I don't know how you measure it, but it needs to be incorporated in the narrative. And as I say, I share the Commissioners' other concerns about traffic." (Commissioner Sue Lee, public hearing comments)

"The Academy of Science and Natural History Museum will also reopen soon. This should be included in the study." (Cathy Bellin, written comments)

"The EIR did not consider the impact of the California Academy of Science on traffic when it opens in September 2008." (Kathleen Hanrahan, written comments)

"September 2008 re-opening of the California Academy of Sciences." (Susan Latham, written comments March 10, 2008)

"Another Commissioner alluded to the impact of traffic at the project site by those people going to the re-opened Academy of Sciences, in the concourse at Golden Gate Park. Everyone in the Haight knows that vehicles destined for the new museum will not use Haight St. at Stanyan to get there. From the east, drivers will utilize Fell St., and return on Oak. From the south, they will come primarily via 19th Avenue, and from the north, by way of Park Presidio. Certainly, an EIR for the Academy was done to document those access paths. There will be those who go to the Academy by public transportation, which should have no additional traffic impact on the corner of Haight and Stanyan. Those buses run on a schedule, whether they are filled or not." (*Ted Loewenberg, Haight Ashbury Improvement Association, written comments*)

"The DEIR fails to address the proximity to the...site of the final construction of the Academy of Science building less than a mile due east of the site." (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

Response 6.16—Academy of Sciences

As indicated by some commenters, the Existing-plus-Project impact analysis did not include the additional trips generated by the reconstructed California Academy of Sciences, because current roadway conditions do not reflect trips generated by the museum. However, vehicle trips associated with the new building are reflected in the growth assumptions for the 2020 Cumulative analysis.

Primary access to the Music Concourse Garage for the reconstructed California Academy of Sciences would be via Fulton Street, and vehicles destined to and from the Music Concourse Garage are anticipated to contribute minimally to traffic volumes at the study intersections. To the extent that museum-generated vehicles use other routes that include study intersections, these trips are reflected in the cumulative analysis. New transit and pedestrian trips to the reconstructed California Academy of Sciences would be concentrated in the immediate area surrounding the new building, and adjacent to the transit lines closest to the Ninth Avenue entrance to Golden Gate Park. While there may be some increases in pedestrian and bicycle trips associated with the reconstructed California Academy of Sciences near the project site, it is anticipated to be a relatively small increase that would not substantially affect overall conditions in the project vicinity.

Comment 6.17—Traffic within Golden Gate Park/Kezar

"Impacts on traffic in Golden Gate Park: because Golden Gate Parks serves so many millions of residents and visitors annually, the City of San Francisco has sought to lessen the impact of traffic in the park. The EIR for the Golden Gate Park Concourse Underground Parking Facility discusses and analyzes this at length, for example.

"However, given the close proximity of the project site to Golden Gate Park, the proposed project has the potential to increase traffic in Golden Gate Park on JFK Boulevard and on Kezar drive, which crosses over the historic Alvord Lake Bridge (see Section 4.) The DEIR does not speak to the issue of generation of additional traffic within Golden Gate Park, nor does it identify mitigations and measures that could lessen the effects...

"No study of impact on traffic Kezar parking lot on traffic, buses: Kezar parking lot, located two blocks south from the project site on Stanyan at Beulah, is a heavily used parking lot. Kezar lot is used for special events (see Section 2C [of comment letter included in Appendix A]), by visitors to Haight Street, by UCSF employees, and by neighborhood residents. It is also the site of five City CarShare parking spaces and two Zip Car parking spaces.

"The DEIR mentions several times that project users (Whole Foods visitors) would park at Kezar, but offers no analysis of what increased use of the parking lot would do to Stanyan Street. In fact, the DEIR recognizes that the lot operates near capacity. It says 'on weekdays, the facility is about 90 percent occupied during the midday period, and 70 percent occupied in the evenings.' (DEIR Page 67.) The DEIR doesn't mention when these measurements were taken. If they were taken in November and December, as with the LOS measurements, then they are underestimates (as described in Section 2C [of comment letter included in Appendix A]).

"Currently, at times of heavy use, cars back up on Stanyan waiting to get in. The EIR offers no analysis to show if this will worsen or become more frequent, what the effect would be on traffic at the intersection of Stanyan/Beulah/Kezar entrance, and what the effect would be on the Muni 71 bus route that runs in front of the parking lot entrance." (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"City Car Share currently has parking slots at Kezar Parking, one block south..." (*Susan Latham, written comments February 28, 2008*)

Response 6.17--Traffic within Golden Gate Park/Kezar

Based on the projected origins and destinations of residents and visitors to the supermarket, drivers traveling to and from the project site would likely not use JFK Drive or Kezar Drive for access to and from the project site. Some trips within Golden Gate Park may occur during non-peak hours. However, given the proximity of the project to Golden Gate Park, the proposed project would more likely result in an increase in walk and bicycle trips to and from the park.

As indicated by the commenter, the Kezar parking lot is identified on DEIR page 67. Observations of utilization of this facility were conducted in November 2006, and were checked against parking data collected as part of a separate effort for UCSF, and additional observations conducted in May 2007.

During periods of heavy use at the Kezar lot, such as during special events at Kezar Stadium, when cars back up on Stanyan Street to access the lot, it is unlikely that shoppers would park at this paid parking lot. Instead, shoppers would be more likely to modify the hours they visit the store. It is difficult to determine the effect of the proposed project's parking shortfall on the use of

the Kezar lot. Implementation of Improvement Measure 5 on DEIR page 117 would serve to reduce the non-significant impact of the parking shortfall by ensuring use of parking by shoppers and encouraging use of alternative modes such as transit and walking.

Comment 6.18—Parking Impacts/Garage

"I like the idea of the supermarket being there. Cala used to be there. And I know during the summertime, I don't know if there is less or more people there, if I parked at the Haight-Ashbury, especially when my son was young—he actually played at the Boys and Girls Club, but I didn't double park there—but in evenings, there's okay evenings. I know the weekends it is pretty congested, but I think the issue of parking there, I like the parking there because Cala had parking there before.

"So I think the only issue that I may not have enough information is actually, you know, the amount of parking there is adequate or not adequate." (*Commissioner Bill Lee, public hearing comments*)

"I am also worried about the 90-foot curb cut necessary for the truck loading zone. Traffic [and] parking is already such a difficulty for this neighborhood that I can't imagine losing an amount that could otherwise accommodate at least eight cars." (*Meghann Adams, written comments*)

"As indicated in the report employees, up to 90 would not have parking on the site. Parking spaces for residents would also be "unbundled" and would be an additional cost. Plus, there would not be a one for one space for each residential unit. 1900 Page is not a permitted parking street. There are a number of elderly and aging residents on this block some of whom do not have garage space. Both shoppers and employees would use our street to park. During construction, workers would also be incented to use the closest, non permitted, non hour regulated parking, our street. How will the project mitigate this? The current plan does not include adequate measures for this." (*Holly Edson, RN, written comments*)

"Page 38—sponsor has goal of maximum number of parking spaces under the Code. Is this the City's goal for an area which has both terrific transit and a context where parking (and more importantly the traffic associated with the parking) can have serious adverse impacts on City resources, e.g. Golden Gate Park? 134 spaces are required for the proposed program, but this project provides 181 spaces, 35% more than necessary. Why, for an area with excellent transit? What is the current ratio of cars to residents or cars to housing units in the Haight?

"A mitigation measure that should be explored is [a] ban on residential parking permits for the occupants of this building. If parking impacts from this project are such that it becomes necessary to expand the residential parking area south of the Panhandle, this project should be required to pay the costs of residential parking permits for those residents who would have to buy permits." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The proposed project would generate a long-term residential parking demand of 75 spaces, which would be greatest during the overnight hours; this demand would not be accommodated within the residential parking supply of 67 parking spaces, resulting in a shortfall of eight spaces. This overnight shortfall could be accommodated within the supermarket component of the parking garage, as it is anticipated that the supermarket would generate only minimal demand for maintenance activities during the overnight hours." (page 7). But the three existing Whole Foods stores in San Francisco (399 4th Street, 1765 California, and 450 Rhode Island) are all open 8 a.m. to 10 p.m.. I assume that the store planned for

this project plans to have the same operating hours. From my experience, most of the vehicles in the neighborhood that are parked overnight are in their parking spots well before 10 p.m., usually between 5:30 and 8:00 p.m.. It does not seem realistic to expect the supermarket parking to accommodate the residential shortfall.

" 'Parking deficits are considered social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment.' (page 7). Where in the planning process will such 'social impacts' be addressed?

" 'Customers not accommodated within the garage would be directed to the parking lot at 1800 Haight or to the Kezar parking lot.' (page 19). The 1800 Haight Parking lot has 18 spaces, and is 80% full during the midweek midday period and 100% occupied from 6:30 to 8:30 p.m.. (page 67). Thus, this lot has 3 available spaces midday. The Kezar lot has 340 spaces, with 90% occupied during the weekdays, and 70% occupied during the evening (page 67). As to weekends, the EIR could only say, 'The parking occupancy on Saturday varies, depending on the scheduled events at Golden Gate Park.' (page 67). Thus there are approximately 34 available spaces midday weekdays, and approximately 102 available spaces on weekday evenings. But will customers park at a pay lot 3 blocks away, or will they be more likely to seek on-street parking?

"The EIR notes that within the study area, there are 420 on-street parking spaces, which are about 93% occupied during the weekday midday period, 92% occupied during the weekday evening period, and almost 100% occupied during the Saturday midday period. (page 67). The EIR anticipates that the project garage will have a parking shortfall of 31-39 spaces during the weekday midday period, and 60 spaces during the Saturday midday period (page 7). This represents 7-9% and 14% of the total on-street parking spaces in the study area, and would put parking occupancy at 100% or more.

"Per the comments above, I believe that the project will have a significant impact on parking in the neighborhood, and I believe that the project's impact on traffic has been underestimated...

"The project garage ramp would be about 100 feet long between the street level and the first below-grade level of the garage, and would therefore be sufficient in length to accommodate queues associated with accessing the garage." (page 74). Improvement Measure 5 (page 19) suggests that a fee be charged for customer use of the garage. This suggests that there will be an entry/exit gate. Where will this gate be placed in relation to the 100-foot ramp to minimize the impact on street traffic?" (*Richard Ivanhoe, written comments*)

"The Haight-Ashbury area is a very popular area that is visited by thousands of people every day. The proposed development would greatly add to the...parking issues that the Haight struggles to deal with everyday. The proposed project would generate a long-term residential parking demand of 75 spaces. This demand cannot be accommodated within the residential parking supply of 67 parking spaces. How will the 8 parking spaces shortfall be absorbed? If off-street parking will absorb this shortfall, other businesses in the area will be affected by a lack of parking for their customers. If other surrounding neighborhoods will absorb this parking shortfall, then other homeowners will suffer from a lack of parking." (*Chris Jackson, San Francisco Labor Council, written comments*)

"Section III, Transportation, Page 84: 'Temporary parking in Kezar parking would require a temporary minor encroachment permit and review by the San Francisco Recreation and Park Department Planning Division.' (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

"Public parking in the Whole Foods area of the garage should be limited to customers of the grocery, or those willing to pay a retail price for use of the garage. This can be accomplished with an entry ticket that can be validated with a minimum purchase, and payment machines (such as those employed in several

downtown garages). The garage should be closed with all cars gone during non-store hours, as the use of the parking spaces creates an expensive insurance and liability issue for the retailer in addition to maintenance, cleaning and public safety concerns. Ample lot parking is available near-by at Beulah and Stanyan." (*Lorraine Lucas, Ted Lowenberg, Joan Boyd (no sig.), Kent Uyehara; Haight Ashbury Improvement Association, written comments*)

"We are concerned about the traffic relative to the grocery store. To say in the EIR that it is merely a 'social impact' isn't acceptable or in touch with reality. We assume that you have seen the Trader Joe's on Masonic. Even though it's close to our house, we don't shop there very often because the line to get in the parking lot is so long, and whenever we drive by we feel so sorry for those neighbors. When people are grocery shopping, they want to park next to the grocery store, not 'elsewhere in the area' as mentioned in the EIR or even in the other parking lots mentioned in the EIR. That's why, even though there are spots directly across the street on Masonic from that Trader Joe's, people wait 30 minutes to get into the parking lot (if we go, we park across the street, but it's a little dicey getting into the parking lot by foot as the people waiting in line are pretty agitated by the time they get to the entrance and not very conscious of pedestrians). That is a lot of idling (read: environmental and noise pollution, which is why we feel that this issue is more than a 'social impact') and increases the potential for pedestrian hits. We feel that it is unrealistic to think that Whole Foods shoppers will park elsewhere to shop; rather, they will likely do exactly what we see at Trader Joe's now, which is wait in line, causing air and noise pollution and a line of traffic at the entrance. Whole Foods shoppers are demographically similar to Trader Joe's shoppers. To think that those who drive to Whole Foods will park elsewhere completely disregards the reality we see at Trader Joe's all day, all times, every day.

"The project attempts to address this on their website: <http://www.690stanyan.com/impact.html>

"If the project had the same number of spots as Falletti's, it would need 169 spots vs. its proposed 114. That's a shortfall of 55 spots—something that the developer is highlighting in its own material and somehow believing that it supports their case. And Falletti's is not even as full-service of a grocery store as Whole Foods is. Then, while it mentions that it has about the same number of spots as Lucky, keep in mind that part of the reason of putting Whole Foods in is that it's a premium "destination" grocery store. The demand for Whole Foods is going to be higher than that of an Albertson's or Lucky. Whole Foods is a desirable store, and this is the only one nearby this part of the City.

"If three levels provide ~180 total spots for commercial and residential, then presumably adding a fourth subterranean level would add an additional ~60 spots, which would for the most part address the parking issues if the demand numbers in the EIR are accurate and match what we see at Falletti's. We request that this additional parking be included in the project. Also, parking should be clearly designated 'For Whole Foods Complex shoppers only—walkoffs will be towed' so that people don't use these spots for Golden Gate Park or other Haight parking. (*Elizabeth and Jason Misner, written comments*)

"Although parking remains inadequate, the city has decided not to address such issues here or anywhere relying on public transit." (*Ronald Rose, written comments*)

"And please don't take away any of the parking slots for the residents." (*Susan Rosen, written comments*)

"According to page 8, 'construction workers would either [park] on-street or in the nearby Kezar parking lot.' We do not have room in the neighborhood for construction worker parking or construction truck parking.

"The proposed project projects a supermarket demand of 145-166 parking spaces, and this is further evidence that this is not a neighborhood-serving market. The study projects that the market is short up to 60 auto parking spaces, and that cars will circle the block looking for parking.

"This is not, as page 12 puts it, 'a social impact,' but rather is seriously bad planning that will affect the neighborhood and MUNI for decades.

"Furthermore, since supermarket parking will probably be on a fee-basis, even more cars than projected will be circling the block, [seeking] free parking.

"In general, these proposed 'improvements' are only of benefit to the project sponsor and detriments to the neighborhood residents and businesses. I will address some comments to proposed 'improvement.'

"Improvement Measure 1—Traffic. Left hand turns out of the garage must be prohibited at all times, not just restricted. A similar plan is in place at the Lucky supermarket on Fulton near Masonic.

Improvement Measure 5 – Parking. Based on other supermarkets' records, few market employees will live in the neighborhood—they cannot afford it—so they will be looking for parking. Whole Foods could require them to park at Kezar and pay for their parking" (*Teresa M. Welborn, written comments*)

"Also, the fundamental change in the City Charters parking policy and the enhanced role of the SFMTA in evaluating new private parking garages created by the passage of Proposition A in November of 2007 needs to be added to the DEIR. Specifically, the application of Sec 8A.102. 8 needs to be discussed as it seems, on its face, to require some consideration of the dramatic expansion of off street parking on this site (from 42 spaces to 180 spaces or some 400% increase).

"Clearly, the new public policy of Proposition A needs to modify the statement made on page 70:

"'San Francisco does not consider parking supply as a part of the permanent physical environment.'

"Since it now seems clear that such parking 'supply' is now considered a part of the 'permanent physical environment.' The DEIR needs to be amended with a discussion of the impacts of the amendment of the Charter with the passage of Proposition A, including how the SFMTA is to be given 'exclusive authority to adopt regulations limiting parking...' in regards to this project and its 400% increase in off street parking capacity along two transit streets. (*Calvin Welch, Haight Ashbury Neighborhood Council, written comments*)

"Parking is going to be very, very bad. Already it is bad. We have to deal with not only the evening crowd, but the tourist crowd, and the weekend crowd on top of the congestion that is brought upon by the activities of the Boys and Girls Club on Page Street, which we love and want to have them continue to do what they do, and we help them as much as possible, but the added congestion and the added problems for parking, possibly because people won't want to pay to—inside the parking lot that might be built." (*Bruce Wolfe, public hearing comments*)

Response 6.18—Parking Impacts/Garage

The proposed project would provide 114 parking spaces for the supermarket use and 67 spaces for the residential units. The provision of a ticket splitter is not currently proposed as part of the project. However, Improvement Measure 5 on DEIR page 117 includes charging a fee for customer use of the garage as a means to discourage use of the project garage by drivers not destined to the Whole Foods Market. This measure would be implemented only if monitoring of the garage is not adequate to discourage parking by non-shoppers. The method of charging a fee has not been identified, and could involve validation of tickets by Whole Food Markets; however,

due to limited circulation spaces within the garage, and the need to maintain queuing area on the ramp, a ticket spitter, if provided, would be located at the bottom of the garage access ramp. Patrons would need to pay for parking prior to returning to their vehicle.

Pages 19 and 117 of the EIR, Improvement Measure 5, bullet 5 will be modified as follows, as shown in Section D. DEIR Revisions, page 200 of this document:

- ~~To discourage use of the project garage by drivers not destined to the Whole Foods Market and to encourage use of alternate modes, a fee would be charged for customer use of the garage. If monitoring of the project garage does not discourage non-shoppers from parking in the garage, a fee would be charged for customer use of the garage. The method of implementing the fee would be reviewed by SFMTA to ensure that sufficient queuing space is maintained for entering and exiting vehicles.~~

The parking demand for the proposed residential and supermarket uses was determined based on the methodology presented in the *TIA Guidelines*, and is presented on DEIR page 72. With regards to information on the current ratio of cars to housing units in the Haight, auto ownership statistics from the 2000 Census were analyzed. Current residents in the five census tracts that generally represent the Haight and Cole Valley neighborhoods (census tracts 164, 165, 166, 167 and 171) have an average of 1.08 vehicles per household, as compared with 1.11 vehicles per household for the entire City.

The parking impact analysis is presented on DEIR pages 78 and 79. During peak shopping times, the supermarket use would generate a parking demand for 145 spaces on weekdays, and 166 spaces on Saturdays, resulting in a shortfall of between 31 and 52 parking spaces. San Francisco does not consider parking deficits as significant impacts on the environment. In the experience of San Francisco planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot), and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. The social effects of the project are considered during the Planning Commission's public hearing on the project.

The DEIR identified an overnight residential parking shortfall of 8 spaces. Hours of operation for the proposed Whole Foods Market would be similar to other Whole Foods Markets in San Francisco (i.e., 8 a.m. to 9 or 10 p.m.). Patronage at supermarkets tends to decrease after 8 p.m., and parking spaces are generally available. For example, during May 2008 surveys at the Whole Foods Market at 1765 California Street, about 40 of the 93 on-site parking spaces were available at

8:00 p.m., while at the Potrero Hill store about 120 of the 155 on-site parking spaces were available. Since the residential shortfall would be less than 10 vehicles, accommodation of the residential demand within the supermarket parking would not impact the parking supply available for supermarket patrons. Such shared parking arrangements are encouraged in order to minimize over-construction of parking within San Francisco.

As indicated on page 70 of the DEIR, since there is limited availability of on-street parking, some drivers may choose to park elsewhere in the area and pay to park at the Kezar parking lot, or may circle around looking for parking.

Construction vehicles and staging of materials and equipment would not occur at the Kezar Stadium lot, and therefore a temporary minor encroachment permit from the San Francisco Recreation and Park Department would not be required. If desired, construction workers would be able to pay the current rate to park their private autos in this public parking facility.

The *Planning Code* requirement for a 36,000-square-foot supermarket is 75 parking spaces. The proposed project would provide 114 parking spaces for the supermarket use, and would therefore exceed the *Planning Code* requirement by 39 parking spaces. The additional 39 parking spaces are proposed in order to accommodate the anticipated parking demand associated with the Whole Foods Market, and to reduce the potential for patrons to seek off-site parking. The 114 proposed parking spaces would exceed the 93 on-site parking spaces at the existing Whole Foods Market at California and Franklin Streets (the first and most visited Whole Foods Market in San Francisco). The Trader Joe's market at Masonic Avenue and Geary Boulevard currently contains 62 on-site parking spaces.

DEIR page 79 describes the potential loss in on-street parking spaces on Stanyan Street as a result of the curb cuts and proposed commercial vehicle loading/unloading zone. The proposed project would result in a loss of four existing on-street spaces. However, during the late afternoon and overnight hours, up to four vehicles could be accommodated within the 85-foot long commercial vehicle loading/unloading zone.

Section 8A.102.8 of Proposition A refers to the regulation of on-street curb space, and, specifically, regulating parking, stopping, standing and loading. This section of Proposition A does not refer to private parking garages. The transportation study prepared for this project was reviewed by SFMTA.

As indicated on page 67 of the DEIR, the proposed project is not within the "J" Residential Permit Parking area. An RPP zone could be extended if more than 50 percent of the households on the project block sign a petition to allow addresses to be included as part of the RPP area. Since the blocks of Stanyan Street and Haight Street adjacent to the project site are contiguous to the RPP "J" area, residents on the block would be eligible to petition to be included in the RPP area.

A commenter suggested that, as a mitigation measure, future residents of the proposed project be prohibited from obtaining residential parking permits if the area is expanded, and/or that the project sponsor be required to pay the costs of parking permits for area residents if the proposed project results in a need to expand the parking permit area. As described on page 79 of the DEIR, the proposed project is not expected to result in a parking deficiency during the daytime hours when the RPP area regulations are in effect: "During the midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 60 spaces." The proposed project would include 67 spaces allocated for residential parking; therefore, there would not be a residential parking shortfall during the day resulting from the proposed project that would necessitate any particular measures associated with a RPP area.

As described in Improvement Measure 5 on page 117, to ensure that patrons actively shopping at the Whole Foods Market are parking in the project garage, the garage would be monitored. If warranted, a fee may be charged for customer use of the garage. See also Response 10.3, page 183, for additional discussion regarding a parking fee. The garage would not be accessible to the general public after store hours.

Comment 6.19—Construction Impacts

"During construction of the proposed project, there would be between 20 and 80 construction workers per day at the project site...it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transit conditions, because any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project. Construction workers who drive to the project site would cause a temporary parking demand." (page 8). Shouldn't the impact be measured by how it affects the current conditions rather than how it differs from the projected conditions? And although the parking demand caused by construction is not permanent, it will feel that way for residents during the almost 2-1/2 years of construction...

"I live 3 blocks from the proposed project. I anticipate that construction and completion of the project will make parking, which already ranges from mildly difficult to extremely difficult, much more difficult. I commute to and from work along Stanyan Street, and I anticipate that the construction and completion of the project will increase my commute time." (*Richard Ivanhoe, written comments*)

"The construction that would occur between the hours of 7:00 a.m.-9:00 a.m. and between 3:30 p.m.-6:00 p.m. would coincide with peak hour traffic and would impede traffic and transit flow." (*Chris Jackson, San Francisco Labor Council, written comments*)

"We also request that the project sponsor submit the construction staging plan for our review and comment, and general notification prior to construction." (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

"Construction time of approximately three years and construction truck trips of up to 20 per day will have a serious impact on Stanyan, Oak and Fell Streets and on neighbors, by traffic, noise, and pollution. Excavating a hole 30 feet deep, lot line to lot line, will probably take more than 20 trucks a day.

"Improvement Measure 6 – Construction. Construction truck movements must be required to be off peak hours, such as 9 am - 4 pm." (*Teresa M. Welborn, written comments*)

Response 6.19—Construction Impacts

During construction of the proposed project, the number of vehicle and transit trips to and from the project site, and the construction worker parking demand would be substantially less than the travel demand associated with the proposed uses. No significant impacts were identified from the project on traffic, transit, and parking, and therefore construction activities would also not result in significant impacts on traffic, transit, and parking.

Improvement Measure 6 on DEIR page 118 addresses restrictions to truck movements during peak hours. The DPW, in conjunction with SFMTA, would review construction phasing plans and determine if any restrictions to construction activities, including restrictions on deliveries during peak periods, would be required.

While construction crews may utilize available on-street parking spaces to park their private vehicles, they are subject to all on-street parking regulations. Short-term metered parking spaces are provided on Haight Street, and Residential Permit Parking area regulations are in effect on streets to the south of Haight Street, and on Shrader and Cole Streets south of Page Street. Enforcement of parking regulations by the SFMTA would ensure that on-street parking is not used for all day parking. Parking is unrestricted on Page and Oak Streets, and on Shrader and Cole Streets between Page and Oak Streets.

Construction contractors often lease off-street parking for construction crews if a substantial number of construction workers drive to work and if all day on-street parking is not available. Some construction workers that drive may be able to park on-site after completion of the garage

component of the proposed project, however, construction contractors may elect to lease nearby off-street spaces (e.g., in the Music Concourse Garage) for the construction period.

Pages 20 and 118 of the EIR, Improvement Measure 6, will be modified to include the following paragraph after the last paragraph, as show in Section D. DEIR Revisions, page 198 of this document:

The construction contractor should encourage construction crews and subcontractors to use transit and to carpool to the project site. Construction contractors could identify locations for parking for construction workers, either within the construction zone, or, if necessary, at a nearby off-street location with transport provided between the parking location and the worksite.

The public can contact the SFMTA's General Enforcement division for blocked driveways and access (415-553-1631), DPW's Street Use and Mapping for complaints about construction activities interfering with travel lanes (415-554-5810), or the Police Department for violations related to construction street space permits issued by the DPW or Special Traffic Permits issued by SFMTA (Officer Tobin at 415-819-2007).

DPW is responsible for review and approval of construction plans, and coordination with other City departments. The request for review of construction staging plans by the San Francisco Recreation and Park Department will be transmitted to DPW.

Comment 6.20—General Traffic Impacts

"There are also [requests for] diagrams of touring movement. There are [requests for] diagrams about bus stops. There are [requests for] diagrams about other transportation measures such as bike lanes or whatever, and I think it is necessary that that is being done in a manner that the public can understand and need [to know] how it will work at the time this project is implemented. I would support the idea to also add pedestrian circulation diagrams in terms of preferential pedestrian crosswalks, et cetera, so that indeed the whole armature of how this will work is fully disclosed." (*Commissioner Kathrin Moore, public hearing comments*)

"I support the draft EIR [transportation] findings. The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment." (*Madhu Anand, Richard and Pam Ault, Kathryn Douglas, Lindy Fox, John Hooper, Chip Linehan, David Rumsey, Tina Sampath, Keith F. Skelly, Abby Smith, Megan Strahm, Nicholas Wickes, written comments*)

"Traffic and parking problems will be disastrous." (*Martha Hoffman, public hearing comments*)

"Per the comments above, I believe that the project will have a significant impact on parking in the neighborhood, and I believe that the project's impact on traffic has been underestimated." (*Richard Ivanhoe, written comments*)

"Shoppers above a grocery store, talk about transit first. The Potrero, which is the same sort of project with residential above Whole Foods, which I believe you've—many of you commissioners have passed. Were finding out from the residents that they just absolutely love being able to go downstairs and get that missing ingredient, so we don't know whether they are taking elevators or walking.

"Ride share stalls, how fantastic. The new concept from Muni is not whether you have a Muni stop, but do you have a Muni stop with available capacity on the Muni when it is passing you? You'll see in this EIR, yes, they have that for the 7 Haight and the 71 Haight/Noriega.

"The things I'm hearing as negatives are positive. Putting people by one of San Francisco's greatest resources, most wonderful resource, Golden Gate Park. That has to be a positive, not a negative.

"I don't know whether there are any bicycle spaces, but providing 47 bicycle spaces, these are all wonderful things [and] I commend these project sponsors." (*Phil Lesser, public hearing comments*)

"In addition, the Cala Food Store, many of the people in the Haight did not go to the Cala Food Store. And what they did is to go grocery shopping, they would get into their cars and drive out of the Haight. When they have a full-service grocery store in the Haight, they will be able to walk to it.

"In—we also have a lot of homeowners and tenants in the Haight that don't have cars and this will give them the opportunity to walk and shop in their neighborhood." (*Lorraine Lucas, public hearing comments*)

"I'm here on my personal capacity, but I'm one of the residents reformulating the Inner Sunset Park Neighborhood Association. And I've talked to anecdotally a lot of our members, and a lot of our members wholly support this project and for one reason, one reason: Safety. We have a lot of new families in the inner Sunset. A lot of toddlers and young children walking and riding their bikes to Golden Gate Park, going up the Avenues to the park. We have to cross Judah, Irving and Lincoln.

"Right now the residents of Cole Valley, the Haight and other neighborhoods, because they cannot walk to a grocery store, have to drive their cars to Andronico's, making a tremendous amount of cross traffic. This will be a tremendous positive impact on the inner Sunset, and it will make our children's lives safer. Right now we have so much cross traffic. Every time I cross with my 8-year-old and my 4-year-old to go to Golden Gate Park, particularly on Sundays when a lot of people go grocery shopping, we're very concerned.

"I look forward to riding my bike through Golden Gate Park and going to that store and purchasing items on my bicycle with my children and not driving. And that would be our plan. Also the fact that there are 47 bicycle stalls in the proposed project is very exciting. We think it will encourage people to shop on their bicycles.

"Further the idea of a large subterranean parking garage we think addresses the potential problem that we've seen with the—the Trader Joe's parking situation where we have many cars backed up on Masonic, so we think a subterranean parking garage will reduce congestion on Stanyan." (*Patrick Ryan, public hearing comments*)

Response 6.20—General Traffic Impacts

DEIR Figure 13 on page 62 presents the project setting and bicycle route network in the study area, while C&R Figure 3, page C&R.132 (corrected DEIR Figure 14) presents the transit network and stop locations. C&R Figures 6 to 10, pages C&R.132 to 162, reproduce Figures 4, 6, 7, 10, and 11 of the *690 Stanyan Street Transportation Study*. C&R Figures 4 and 5, pages C&R.141 and 142, reproduce Figures 8 and 9 from the transportation study. These figures, along with DEIR Figures 13 and 14, present the transportation setting, including the roadway network, street directions, bicycle routes, peak hour traffic volumes, and transit service in the vicinity of the proposed project. C&R Figure 1, page 109, presents the pedestrian volumes at the intersection of Stanyan/Haight Street.

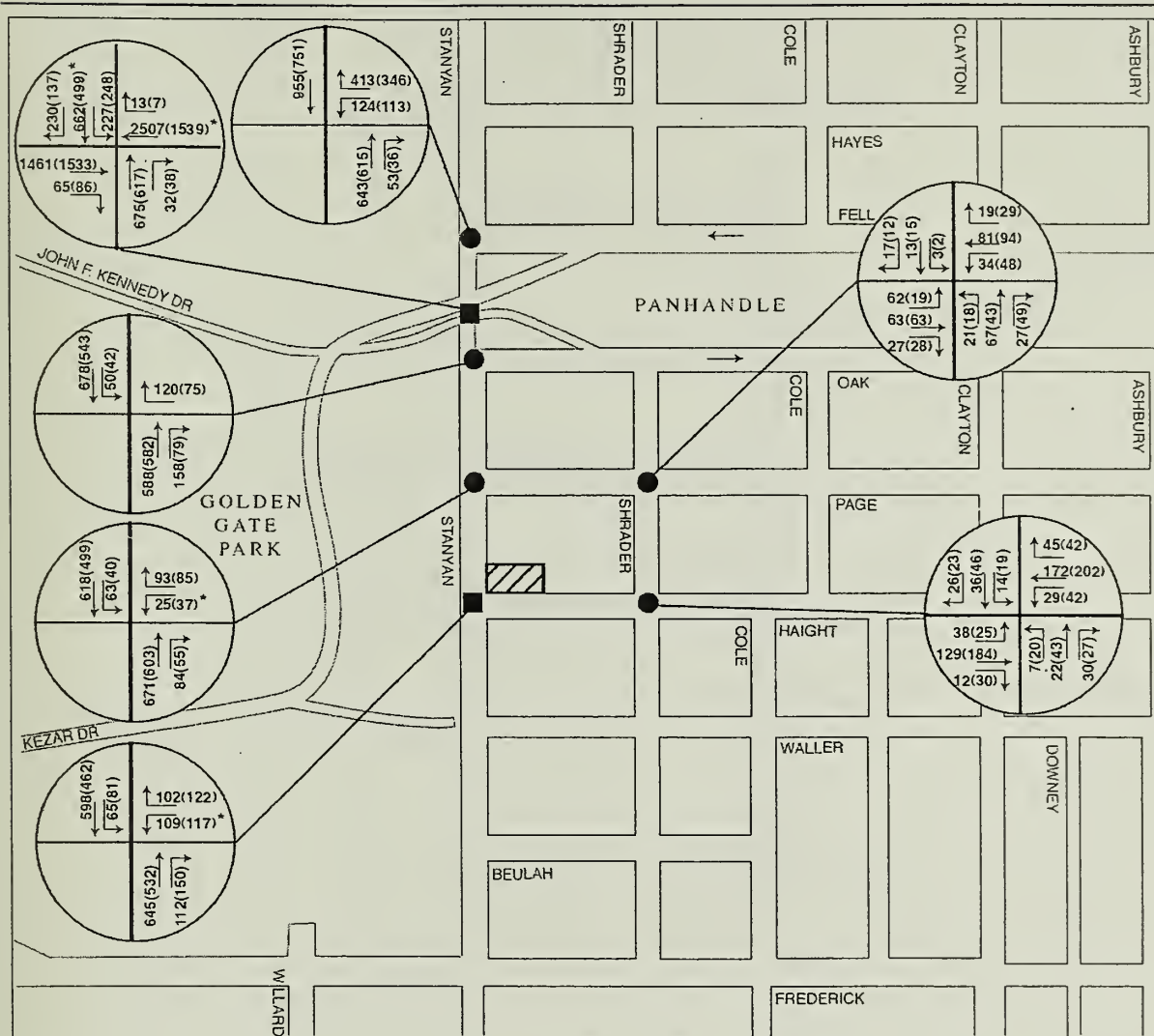
DEIR pages 69 through 84 present the significance criteria used in assessing impacts of the proposed project. While the proposed project would increase vehicle, transit, bicycle and pedestrian trips in the vicinity of the project site, the increase would not result in significant impacts. The proposed project was designed to accommodate the increase in trips to and from the project site. The proposed project would provide parking for the residential and supermarket uses, for both vehicles (a total of 181 vehicle parking spaces) and bicycles (a total of 47 bicycle parking spaces). A portion of the trips to and from the site are anticipated to occur via walk mode. As described by a number of commenters, the proposed project would increase accessibility to a supermarket for residents in the Haight and Cole Valley, although the transportation analysis did not specifically analyze any effects that the proposed supermarket might have on individual travel or shopping behavior.

7. AIR QUALITY/NOISE

Comment 7.1

"...I would think also that if there are concerns about where the exhaust and exiting of fumes and that kind of thing and refrigeration isn't treated in the EIR, it certainly will be looked at during project approval, and I guess we should—I don't know if this is a proper thing to say for the EIR part, but the project sponsors heard the concerns and there probably will be concerns that the commission will have also." (*Commissioner Bill Sugaya, public hearing comments*)

"As a registered nurse, I am concerned about health and air quality. An excavation, three stories underground, of this scale is huge. Dust and all other kinds of particulate matter will be released into the air. The draft EIR states that it will spray potable water on the dirt to decrease dust only once a day. This does not seem adequate for such a high wind area as a site like this. Also in regards to health and air



Legend



PROJECT SITE



UNSIGNALIZED STUDY INTERSECTION



SIGNALIZED STUDY INTERSECTION

WEEKDAY PM (SATURDAY MIDDAY)



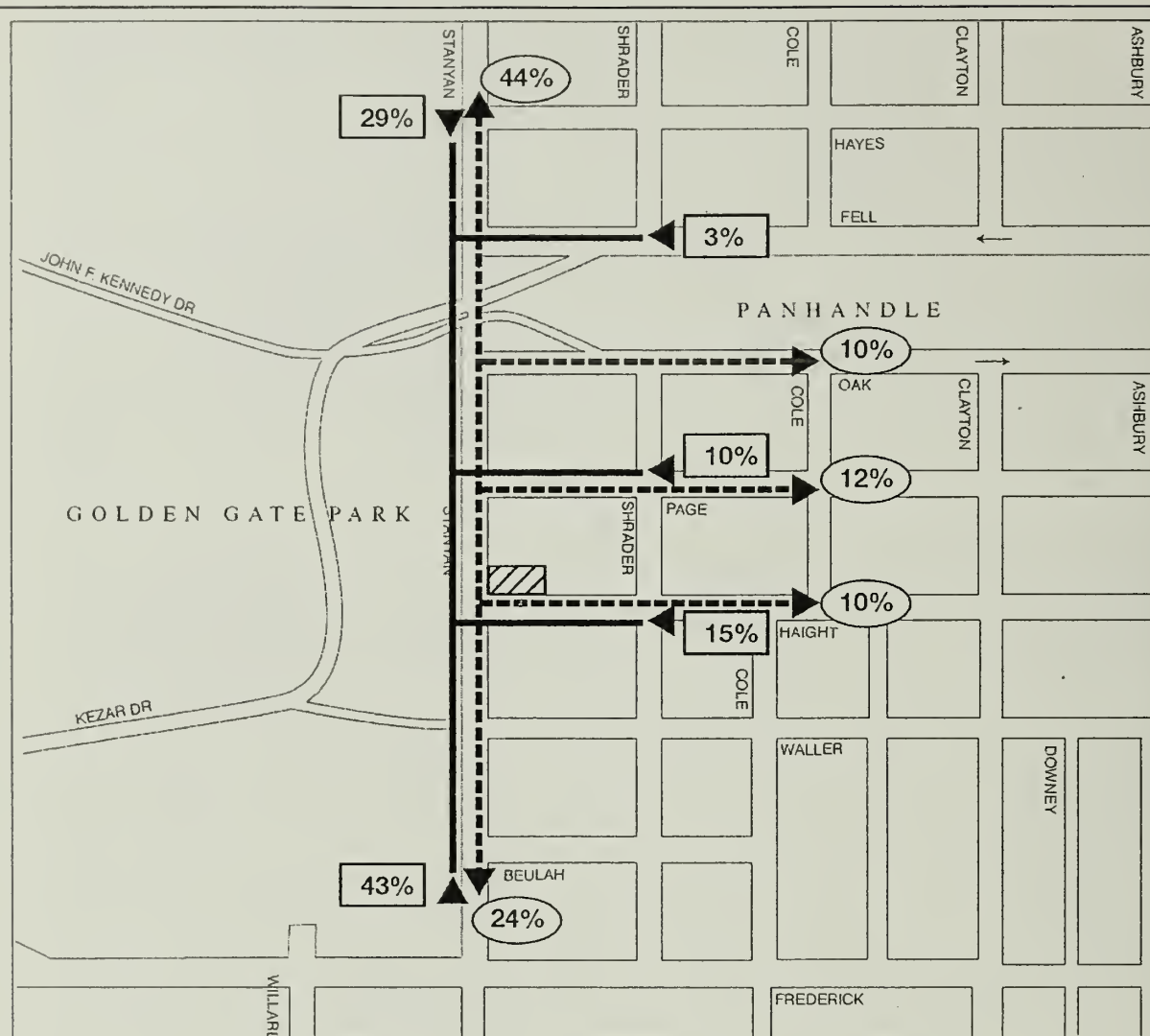
* CRITICAL MOVEMENT



Source: LCW Consulting

8-8-09

Existing Traffic Volumes Figure C&R 6



Legend

PROJECT SITE

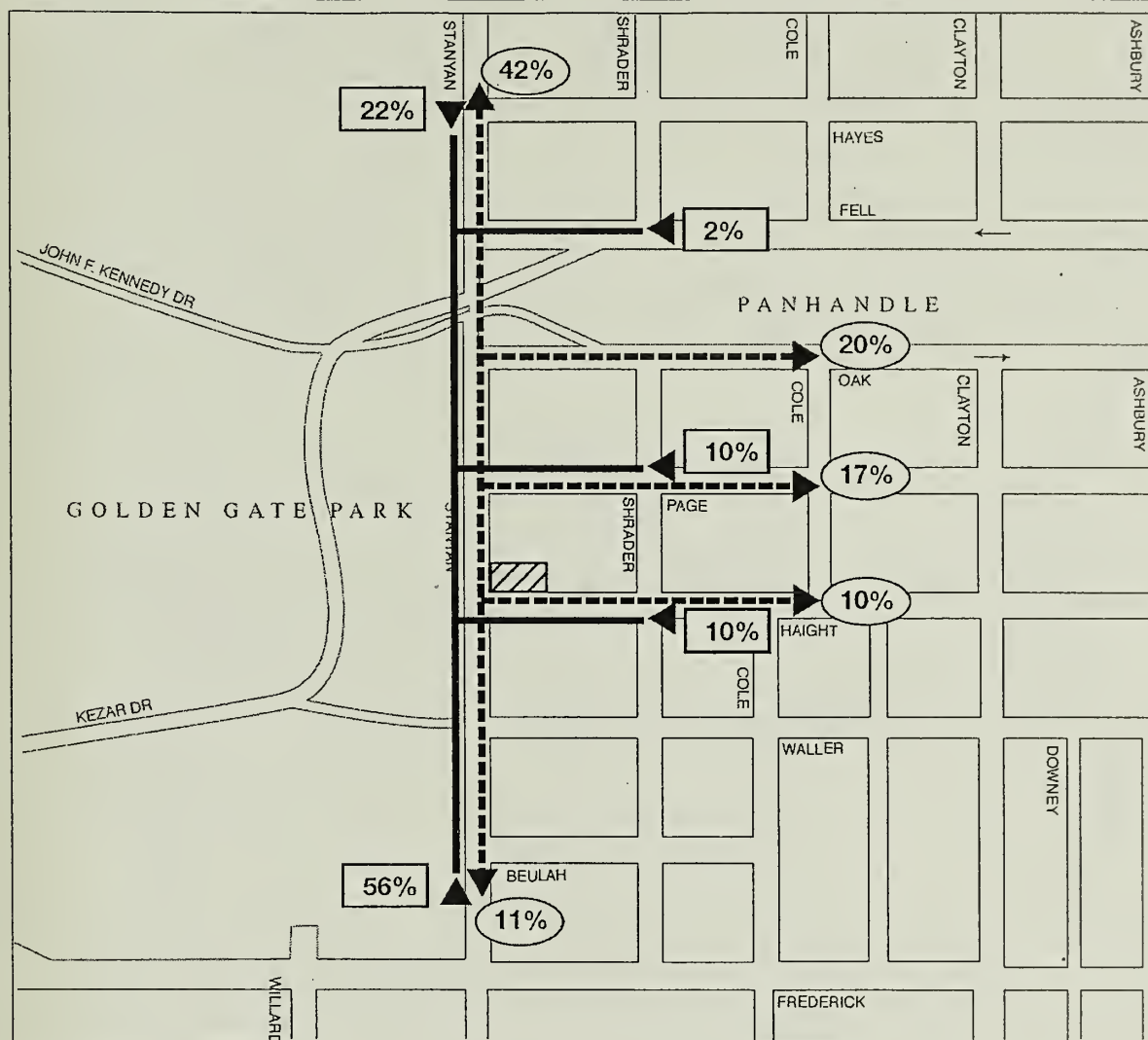
INBOUND

OUTBOUND



Source: L&W Consulting

Vehicle Trip Distribution Patterns—Weekday PM Peak Hour Figure C&R 7



Legend

PROJECT SITE

INBOUND

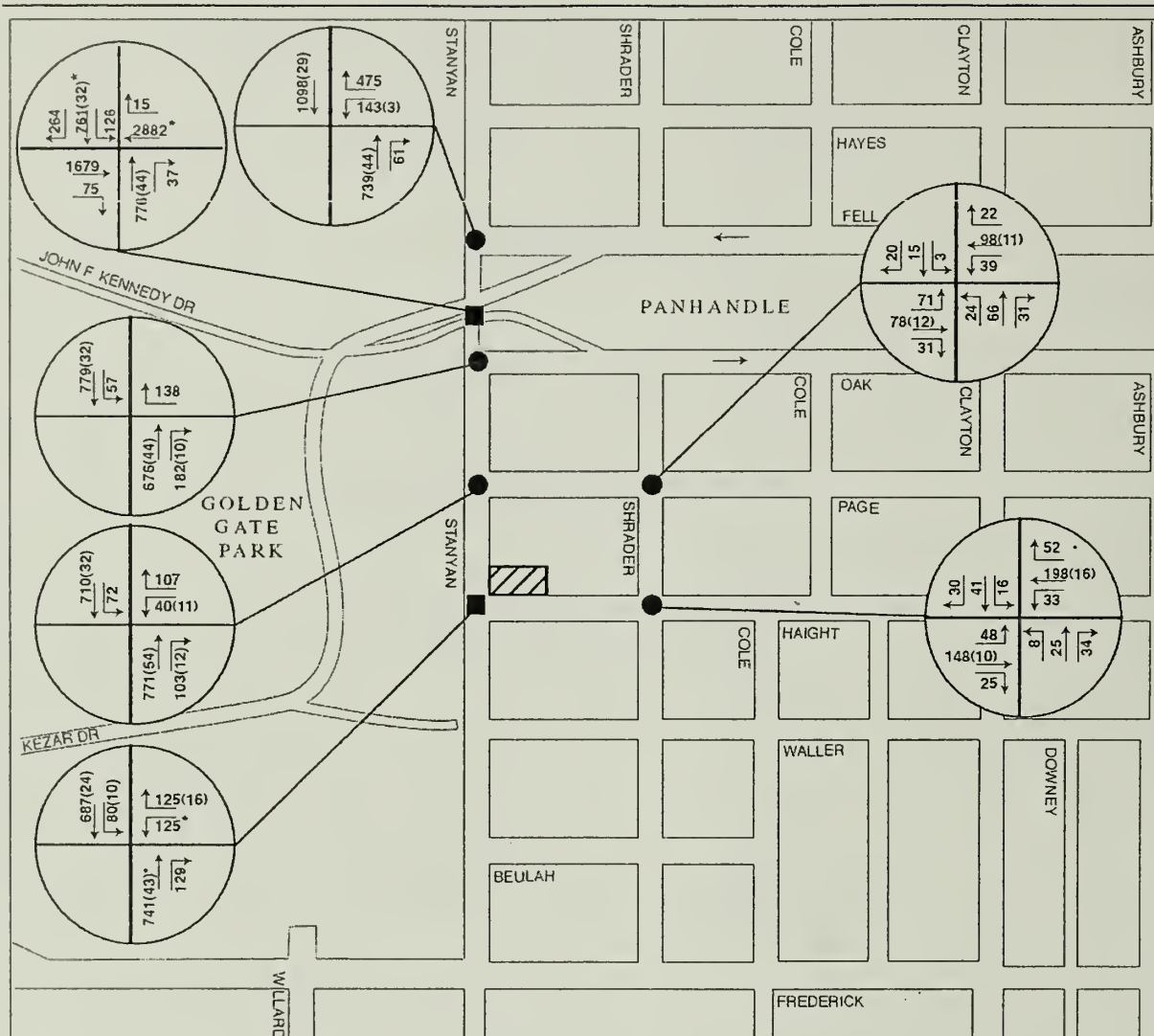
OUTBOUND



Source: LCW Consulting

8-8-08

Vehicle Trip Distribution Patterns—Saturday Midday Peak Hour Figure C&R 8



Legend



PROJECT SITE



UNSIGNALIZED STUDY INTERSECTION



SIGNALIZED STUDY INTERSECTION

(#) PROJECT - GENERATED VEHICLES

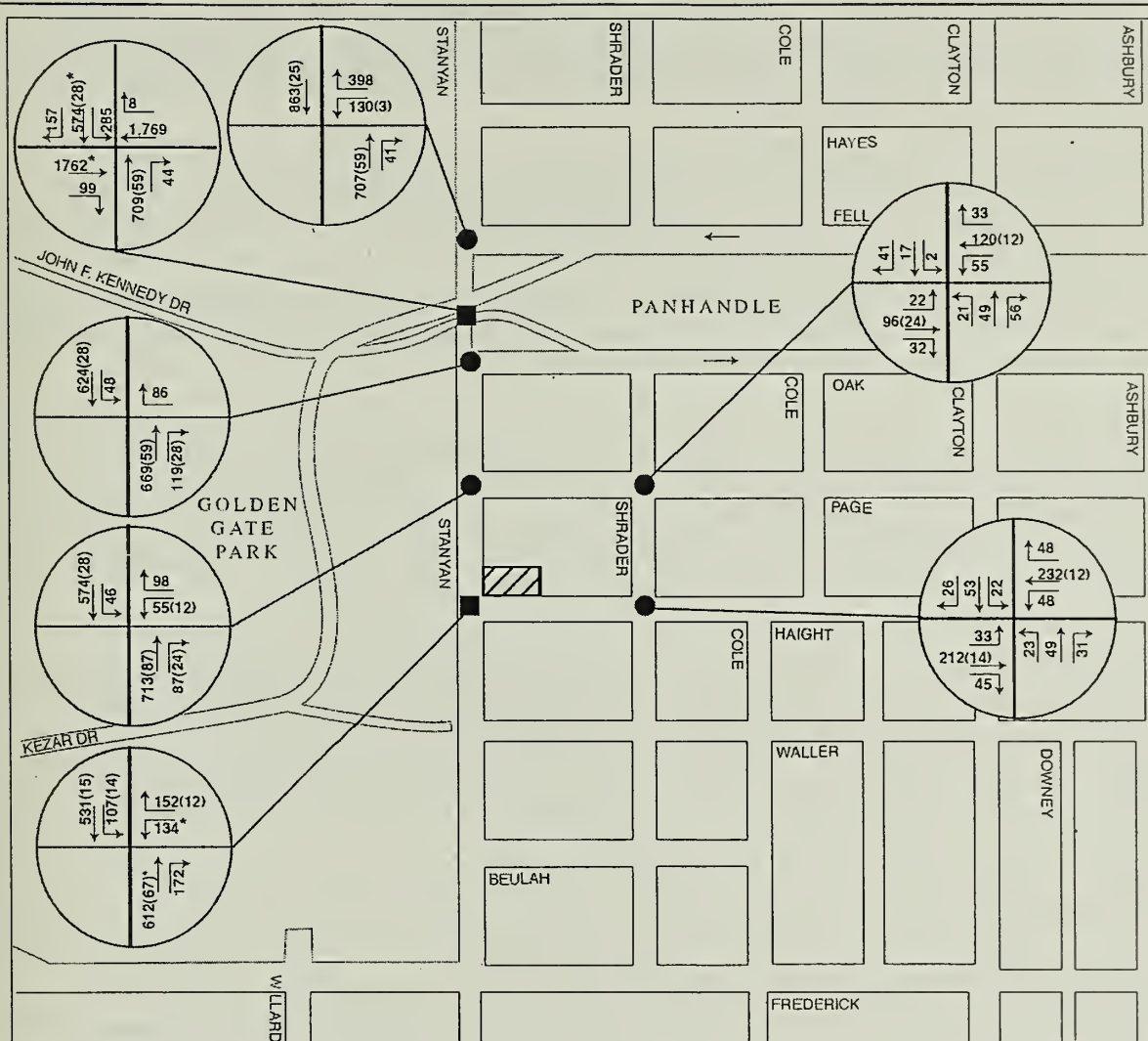
• CRITICAL MOVEMENT



Source: LCW Consulting

6.6.05

2020 Cumulative Traffic Volumes—Weekday PM Peak Hour Figure C&R 9



Legend



PROJECT SITE



UNSIGNALIZED STUDY INTERSECTION



SIGNALIZED STUDY INTERSECTION

(##) PROJECT - GENERATED VEHICLES



CRITICAL MOVEMENT



Source: LCW Consulting

8-8-08

2020 Cumulative Traffic Volumes—Saturday Midday Peak Hour Figure C&R 10

quality, the report is incomplete as to how HVAC and garage exhaust will be addressed when the building is up. It only states that during construction vehicles will be encouraged to be turned off when not being used. I would like to see strict enforceable measures on idling engines during construction and for delivery trucks if the project goes forward.

"The air quality portion of the report did not include the Boys and Girls Club that is in service for recreation and for a sensitive population and how the project could affect them. With the increase in vehicle trips our immediate neighborhood would certainly become a hot spot for Greenhouse gases and carbon monoxide. Service agencies exist within one block for at risk children on Waller, a women's shelter on Cole and the Haight Ashbury Neighborhood Clinic on Clayton. Sensitive populations also exist on my block. There are small children and elderly. One woman with congestive heart failure and chronic obstructive pulmonary disease will most immediately be affected." (*Holly Edson, RN, written comments*)

"Parking garage exhaust—the 62 vehicles in the underground parking garage would create a major air pollution point source in the neighborhood. It has not been clearly indicated how and where all the exhaust from the garage would be vented. Would it be exhausted upward out the roof, or just vented into the neighborhood? I have a 3 year old daughter who suffers from asthma and the building parking and car exhaust would contribute to the problem." (*Kathleen Hanrahan, written comments*)

"I'm also concerned about the parking garage exhaust. The 62 vehicles in the underground parking garage will create a major air pollution point source in the neighborhood. It has not been clearly indicated how and where all the exhaust from the garage will be vented. Would it be exhausted out of the roof or vented into the neighborhood? My daughter suffers from asthma and the building parking will contribute to the problem, and also the noise pollution." (*Kathleen Hanrahan, public hearing comments*)

Response 7.1

All odors and exhaust fumes from the parking garage and from mechanical equipment at the supermarket would be vented in accordance with the City Mechanical and Building Codes. The exhaust fans have CO sensors which would be activated when CO levels reach the necessary level for ventilation. Generally the concentrations of fumes would be at such a low level that they would be dissipated without the need for the fans to operate.

Ventilation exhaust pipes would be at the podium level and the fumes would be directed toward the proposed building. The project would be adequately ventilated according to the City Mechanical and Building Codes. The volume of fumes would be low enough that no contaminates harmful to nearby residents or project residents would be expected.

Comment 7.2

"I support the draft EIR for the 690 Stanyan Street project for...air quality: the project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location." (*Madhu Anand, Richard and Pam Ault, Kathryn Douglas, Lindy Fox, John Hooper, Chip Linehan, David Rumsey, Tina Sampath, Keith F. Skelly, Abby Smith, Megan Strahm, written comments*)

"... and I do not see any downside for the project as far as parking, traffic, air quality etc." (*Austin Andruss, written comments*)

"The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location." (*Tom Hubbard, written comments*)

"The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location." (*Sam Jackson, written comments*)

"The proposed project would not be considered to have a significant impact on the cumulative air quality in the Bay Area." (*Doerte Murray, written comments*)

Response 7.2

The comments express support for the DEIR's finding of no significant air quality impacts. Comments noted, and no further response is required.

Comment 7.3

"The air quality section should include the proposed signal at Page and Stanyan Streets in the analysis, and in particular daily estimated daily emissions and estimated intersection carbon monoxide concentrations." (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

Response 7.3

The statements about air quality are noted. Installation of the proposed signal at Page and Stanyan Streets would not change the conclusions of the air quality analysis in the DEIR. On page 98, the estimated concentrations of carbon monoxide (CO) were analyzed and project-generated levels would be about the same as the existing conditions, which are generally less than one-half the amount of the state standards. The DEIR concluded that the effect of the project on local CO concentrations relative to state standards would be less than significant.

The transportation analysis excluded the proposed signal at Page Street so as to reflect the worst case scenario traffic impacts of the proposed project. Inclusion of the proposed traffic signal at Page Street would have resulted in an improved level of service at other intersections on Stanyan Street relative to existing conditions, making it difficult to assess and describe the impacts of the proposed project. The intersections that were analyzed are located immediately north and south of Page Street, and therefore it can be assumed that the effects of the proposed project at a

signalized Page Street intersection would be similar to the effects at these adjacent intersections. However, since intersection levels of service are projected to improve at these other intersections along Stanyan Street with a signal at Page Street, it is reasonable to assume that CO concentrations at these intersections would also improve.

Analysis of the potential change in CO concentrations at the intersection of Page Street resulting from a new traffic signal at that location is beyond the scope of this EIR; the new signal was planned by SFMTA to address existing conditions at the intersection, and the signal is not identified as a mitigation measure or improvement measure for any impact associated with the proposed project. The expected number of vehicle trips at this intersection and the conditions at adjacent intersections indicate that CO levels would not exceed State standards.

Over time, improvements in the automobile fleet, attrition of older, high polluting vehicles, and improved fuel mixtures will progressively lower carbon monoxide concentrations compared to existing conditions. Such reduction is expected to offset any effects of increase in traffic due to cumulative development, and would lead to a predicted decrease in CO loads. Thus, project-related and cumulative traffic would have a less-than-significant impact on local carbon monoxide concentrations.

Comment 7.4

"A busy market would sacrifice the air quality..." (*Ariane Eroy, written comments*)

Response 7.4

As noted in Response 7.1, the project ventilation would be designed in accordance with the Mechanical and Building Code and would not have a significant adverse impact on ambient air quality. State-of-the art ventilation equipment would be much safer than the existing store when it was in operation.

Comment 7.5

"The noise levels involved in this project are another issue. Of course, neighbors will be subjected to a high level of noise throughout the construction of this project. A project of this size will take at least a couple of years. Upon completion of the project, neighbors will forever be subjected to noise from generators and refrigeration 24 hours a day. There will also be noise from large delivery trucks all night long. The EIR also does not mention how the exhaust from the thousands of vehicles will be ventilated." (*Cheryl Bielinski, written comments*)

"Construction activity—soils work, dirt, debris, vibration [and] noise—the project directly behind my home will have an impact on many residences in terms of the excavation of soil for the foundation and parking garage. The project proposes to go down 30 feet and up 4 stories. I am therefore concerned about the soils engineering on the project and potential for slippage. There will also be dirt, debris, noise and vibration to contend with, along with the construction equipment and trucks blocking the street. Again, I am concerned about the impact of the construction on my home, yard and landscaping, my daughter's asthma with all the dirt in the air." (*Kathleen Hanrahan, written comments*)

"In addition, the project directly behind my home will have an impact on my residence in terms of the excavation of the soil for the foundation and parking garage. There will be dirt, debris and noise to contend with along with construction equipment and the trucks blocking the street. I am concerned about the impact of the construction on my yard, my landscaping, as well as my daughter's asthma. These are my personal opinions." (*Kathleen Hanrahan, public hearing comments*)

"I usually have my morning coffee at Rockin' Java, 1821 Haight Street, which is almost across the street from the project site. I assume it will be too noisy to be comfortable once the construction begins." (*Richard Ivanhoe, written comments*)

"Air Quality. Excavating a hole 30 feet deep, lot line to lot line, will have a serious impact on neighbors with airborne dust and possible contaminants. I do not see that enough measures are in the proposed project to test the excavated material for more than lead or hydrocarbons, to inform residents of any hazards, and to mitigate both dust and any hazardous materials. Water spraying dirt twice a day will not reduce hazardous materials' exposure. Reports of hazardous materials and particulate materials must be available to the public, and the phone number of an accountable representative of the project sponsor." (*Teresa M. Welborn, written comments*)

Response 7.5

Construction impacts of the project may be a nuisance to some neighbors living adjacent to the project, but would not be a significant impact. The DEIR notes on page 53 of the Initial Study that the project sponsor has agreed to the project geotechnical report's recommendations in constructing the project which include measures to underpin the existing structures during excavation to adequately support existing structures and footing and avoid damage when excavating near them. The project construction will be conducted in accordance with the San Francisco Building Code. In addition, the DEIR lists construction mitigation measures (pages 112-114) regarding construction air quality and the handling, hauling and disposal of contaminated soils and water. These measures would be conditions of project approval.

Construction impacts of the project could be perceived by neighbors as a a nuisance, however, they should not be a source of public health concern due to the requirements of the San Francisco Building Code and construction mitigation measures that would be conditions of project approval.

Rockin Java, at 1821 Haight Street, is four lots to the east of the project site, on the south side of Haight Street, across from the parking lot on the corner of Haight and Shrader streets; it would not be affected by project air emissions.

The Initial Study, pages 35-36, describes the proposed project's construction noise and less than significant impact. Noise levels and sources over the estimated 18-month construction period would vary. Excavation, site work, and erection of the new building's exterior would likely generate the most construction noise. The San Francisco Noise Ordinance (Article 29, Police Code) regulates construction-related noise. The ordinance requires that noise levels from individual construction equipment, other than impact tools, not exceed 80 dBA¹⁴ at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of Public Works.

Exterior noise levels experienced when seated outside Rockin Java on the sidewalk would vary by hour, day, and phase over the 18-month construction schedule. Exterior construction noise would be loudest during the early months of the proposed project. There would likely be days during construction when morning coffee outside on the sidewalk would not be interrupted by project construction noise.

Comment 7.6

" 'Direct project emissions of carbon dioxide, the primary greenhouse gas (GHG) that would be emitted, would be an estimated 96 tons per year from mobile sources (vehicular travel) and 12 tons per year from area sources...for a total of 108 tons per year, or approximately 0.0001 percent of the 85-million ton total Bay Area GHG emissions for the year 2002.' (page 9). But what percentage does it represent of a smaller area (current emissions at the project site? Current emissions within a five-block radius)?" (*Richard Ivanhoe, written comments*)

"There are ample concerns of health hazards here including blunt trauma and respirative failure." (*David Wills, written comments*)

Response 7.6

The issue of concern with GHG emissions is their potential role in climate change. This is a topic of concern on a regional and global level, rather than a smaller, neighborhood level. As noted on page 101 of the DEIR, no individual development project, such as the proposed 690 Stanyan

¹⁴ The acronym "dBA" stands for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

Street Mixed Retail/Residential Project could, by itself, generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32.

The potential localized air quality impacts of the proposed project are discussed on pages 96-99 of the DEIR.

Comment 7.7

"I think the other issue is the noise could be an issue, loading and unloading, but that could be mitigated as we have in other places that have supermarkets." (*Commissioner Bill Lee, public hearing comments*)

"If large truck trips will be occurring after the store closes and before it opens (10 p.m. to 5 a.m.), will the truck traffic greatly increase nighttime noise in the neighborhood?" (*Richard Ivanhoe, written comments*)

"And if the truck trips are done when the store is closed, a little bit of concern about the noise." (*Richard Ivanhoe, public hearing comments*)

"The DEIR does not provide analysis of traffic noise. Page 34 of initial study states:

"'Based on published scientific acoustic studies, traffic volumes would need to approximately double to produce a noticeable increase in ambient noise levels in the area. The project is expected to generate approximately 298 additional p.m. peak-hour vehicle trips, and therefore would not double traffic volumes in the area and would not increase ambient noise levels substantially. There would be no significant impact due to an increase in traffic-related noise from the proposed project, and this topic will not be discussed in the EIR.'

"There are several problems with this. The first is the underestimation of project-generated traffic due to basing the estimates on the previous Cala Foods, as described [under Comment 6.8 of this document].

"Another is that there are no citations for 'published scientific acoustic studies.' The public reading the initial study or the DEIR cannot determine if this is an accurate statement or not.

"This also ignores the fact that there are published studies that show that truck traffic raises noise more than increased car traffic. The US Department of Transportation Federal Highway Administration says that one truck can create as much as ten cars. (<http://www.fhwa.dot.gov/environment/htnoise.htm>)

"The DEIR states that the proposed project would generate about 27 truck freight and service vehicle trips per day. It says that the Whole Foods supermarket is projected to generate about five 60-foot trucks on a daily basis. There is no discussion or analysis on the impact on ambient noise levels of this increased truck traffic.

"Also, the DEIR does not discuss effect of increased ambient noise on the Alvord Lake area in Golden Gate Park across the street from the project site. The *Golden Gate Park Master Plan* describes the 'character' and 'function' of the Lake Alvord area as 'naturalistic, reflecting.' (*Golden Gate Park Master Plan*, Chapter 4 Park Landscape, page 4-21.) Increased noise from increased truck and car traffic would degrade the experience of the naturalistic, reflecting setting. (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

Response 7.7

It is not anticipated that the project would increase night time noises due to unloading of large trucks. The transportation analysis uses the methodology presented in the *TIA Guidelines* (*SF Guidelines*, noted on page 61 in the DEIR). The analysis uses standard trip generation rates, which includes truck trips, and was not based on the Cala Foods previous trip generation (please see Response 6.7). Although a credit for the trips generated by the previous Cala Foods use was applied to the estimated trip generation, the trip generation would accurately reflect the potential increase in both traffic and noise levels resulting from the proposed project, as is required under CEQA.

The average traffic noise level (L_{eq}) along a street segment responds to changes in traffic volume according to a logarithmic relationship. This relationship assumes that the speed and vehicle mix (heavy trucks, medium trucks, cars, motorcycles and buses) would remain approximately the same. If the total traffic volume doubles along a roadway segment the increase in noise level at a receptor location adjacent to that roadway segment is calculated to be 3 dBA L_{eq} .¹⁵ The response to traffic noise level changes is based on historical research on human hearing and more recent research related to changes in human perception to community noise environments. This subject is summarized in the *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, prepared by the California Department of Transportation (October 1998) (page N-41); according to that document, it is widely accepted that the average healthy ear, can barely perceive noise level changes of 3 dBA. It is therefore generally assumed in noise analysis that doubling of traffic on adjacent roadways is necessary for there to be noticeable ambient increases in noise levels.

The Initial Study, page 37, evaluates traffic-related noise and concludes that the proposed project's approximately 298 additional p.m. peak-hour vehicle trips, including truck trips, would not be expected to double traffic volumes in the area; thus, ambient noise levels would not be expected to increase substantially and project-related traffic noise would be a less-than-significant impact. The proposed project would be expected to negligibly increase traffic and related ambient noise levels on Kezar Drive which traverses the Alvord Lake Bridge adjacent to the Alvord Lake area.

¹⁵ Richard B. Rodkin, P.E., Memo to Stu During of December 10, 2007, Subject: Traffic Noise Increases. This memo is in Case File No. 2006.0460E and available for public review by appointment at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

The commenter's reference to the Department of Transportation website primarily pertains to freeway noise and may not be applicable to the project. Regardless, there would not be a significant noise impact from project generated traffic.

Comment 7.8

"One major issue that was alluded to earlier was the fact that the noise issue has not been addressed. I've installed double-paned windows on my property on Page Street to kill the noise from the Cala Market where the refrigeration vents were slamming day and night, and I would like to see that addressed in the EIR. I'm sure the Brennans would be willing to step up to the plate and mitigate that, but I think that some of that has to be addressed in the—in the EIR." (*James Assing, public hearing comments*)

"And the noise levels are definitely an issue for me as far as the refrigeration and what will go." (*Cheryl Bielinski, public hearing comments*)

"Whole Foods store operations—The EIR did not address any of the Whole Foods Store's impact on the neighborhood including refrigeration and air conditioning noise, garbage disposal, garbage disposal pick-up times, delivery truck noise, and potential to attract rodents. How will all this equipment and store operations directly impact the adjacent properties? Where will the store AC and refrigeration vent? On an adjacent property? Address the parking garage exhaust problem, so it doesn't impact the neighbors." (*Kathleen Hanrahan, written comments*)

"24 hours/day HVAC and refrigeration issues (noise and exhaust) for a development of this scale." (*Susan Latham, written comments, February 25 and March 10, 2008*)

"I am concerned about HVAC and refrigeration noise and exhaust, which is not addressed in the EIR." (*Susan Latham, public hearing comments*)

Response 7.8

Operational noise is discussed on pages 34 in the Initial Study. The proposed project would include new mechanical equipment that would be shielded to minimize noise. The project operations would be subject to Section 2909 of Article 29 (the Noise Ordinance) of the San Francisco *Police Code* that limits noise from building operations. Substantial increases in the ambient noise level due to operational noise from building equipment would not be anticipated. The residential units would not have air conditioning. All loading operations would occur on Stanyan Street (See Figure 3, page 33 in the DEIR).

Comment 7.9

"This letter is to inform the Planning Dept. ...regarding the environmental impact report on the matter of 690 Stanyan street in San Francisco. We own and operate the business next door to the project on the Haight street side, in fact our business butts up next to the new project along an existing easement on the

property line. Our business is a night club with live entertainment with a full liquor license. As we have been a fully legal licensed entertainment night club in this location for 30-plus years and have had no problems with neighbors for anything whatsoever, particularly noise issues. We understand that development may happen but in doing so we want to bring to the attention of the 'environmental' report being done that we are the 'environment' that is here and we have been here being a good neighbor for over 30 years to the community. So in doing your report please keep in mind 'noise' issues. We hope to think that the new building that will be constructed will keep this in mind and in fact build with sound deadening material and windows on the east side of the project and also in the rear area of our establishment as well. We look forward to working with the developers in getting their project done and think it will bring a big improvement to the area as well. Addressing this issue now will be more cost efficient with fewer problems later..." (*Erik Ross and Regan Caponi, written comments*)

Response 7.9

The comment on operational noise at the neighboring use is noted. As noted on pages 34 and 35 of the Initial Study (DEIR Appendix A), the proposed project would be required to comply with Title 24 of the California Code of Regulations that establishes uniform noise insulation standards for new residential construction. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 decibels in any habitable room. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State and City standards regarding sound transmission. No further response is required

8. WIND AND SHADOW

Comment 8.1

"Most of the open space for the housing will be provided on the roof—which will get winds off Golden Gate Park. Please discuss the climate (wind, shadows and fog) on that open space, what times of the year will it be usable (in terms of climate)? In other words how usable is that open space in the real world?" (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"One of the things that really puzzled me is that they are going to have the open space on the roof. There's no discussion of the climate on the roof. One of the things MEA should put in their permanent checklist is if open space is provided on rooftops or anywhere other than usual ground level open space, there should always be an environmental analysis of the climate on the space because you are required to make findings that the open space is adequate and appropriate. How do you find it? Where is the information on the climate? The winds coming off the park, how they going to break the winds?" (*Sue Hestor, public hearing comments*)

"Open space requirements on the roof; how does this work?" (*Susan Latham, written comments, March 10, 2008*)

Response 8.1

As proposed, the approximately 1,600 square-foot roof deck would be set back from the roof line of the buildings and would be shielded by the elevator/mechanical equipment penthouse. There would be an approximately eight-foot high transparent wind screen adjacent to the deck.

Comment 8.2

"The shadow analysis has extremely hard to read graphics. The scale is much too tiny—and the colors too weird—to show the real world impacts on housing on Page Street. There are no shadows at any time on the 50% of the map that includes Golden Gate Park. Please redo these graphics to make them informative. Include a shadow study on the on-site open space." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The study found only minimal shadow at the edge of Alvord Lake during the fall/winter season at 9:00 a.m. Since this coincides with our rainy season, when the sun is not out at all, this is considered less-than-significant." (*Doerte Murray, written comments*)

Response 8.2

Figures 15 and 16 on pages 105 and 106 in the DEIR show the project shadows at three times of the day (9 am, 12 pm, and 3 pm) on the vernal/spring equinox and the autumnal equinox, and the summer and winter solstices. As shown, the proposed project building would cast a small shadow on Golden Gate Park, several feet west of Stanyan Street, in the September and December morning hours.

Potentially significant shadow impacts are those that would result in new shadow on public open spaces under the jurisdiction of the Recreation and Park Department. Therefore, the figures illustrating the results of the shadow analysis show the area of Golden Gate Park analyzed for increases in net new shadow resulting from the proposed building. Figures 15 and 16 indicate, through use of a dotted outline, the shadow on public and private properties in the area that would be attributable to the proposed project.

On-site open space, including its associated shading, is a topic considered in permit approval and is not a component of analysis of environmental effects of a proposed project under CEQA.

Comment 8.3

"My residence would certainly be impacted by the scale of such a large, tall building. In the winter months, mid November to mid January, I will no longer have sunlight coming in my residence. I grow food in my backyard and will no longer be able to have my garden's bounty due to the lack of light for a greater part of the year. The many fruit trees will certainly suffer along with the wild life in the area due to decreased food production due to increased shading from the proposed project height. Please include more adequate studies on how sunlight will affect residences. It would be appropriate to have measures in place to mitigate shade by terracing the building on the north side even more, where patios are currently planned. The shadow analysis does not seem accurate to my observances of in living here with the current building in place and the scope of the proposed " (*Holly Edson, RN, written comments*).

"Under CEQA, a project would have a significant environmental impact if it would create substantial new shadows on outdoor recreation facilities or other public areas. The Alvord Lake area of Golden Gate Park is directly across Stanyan Street from the proposed project and is 371,000 square feet. The proposed project would be 50 feet high at the Stanyan Street frontage and would be located directly east of the Golden Gate Park. This would create the potential for shadow from the new building to affect the park.

"Golden Gate Park is a city treasure. With 13 million visitors annually, Golden Gate is the third most visited city park in America. We strongly believe that no private development should negatively impact public and open spaces. If we as a city allow shadows from one private development, there could be a 'slippery slope' effect in respect to shadows on public open spaces.

"In addition to the shadows during the mornings, the draft EIR also leaves open the possibility that the 690 Stanyan project could expose Golden Gate Park to shadows 'during the end of the day during some of the year.' This could potentially be a violation of Proposition K, which was passed to protect public open spaces under the jurisdiction of the Recreation and Park Department from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. If the Draft EIR cannot completely guarantee that this project will not subject Golden Gate Park to shadows as Proposition K mandates, we at the San Francisco Labor Council propose that the project developer mitigate this potential violation by reducing the size of the project to the original size of the Cala Foods structure. (*Chris Jackson, San Francisco Labor Council, written comments*)

"Shadow cast on Golden Gate Park—the project violates Proposition K passed by voters in 1984, which protects public parkland from shadowing by new structures. Section 295 prohibits the issuance of building permits for structures greater than 40 feet in height that would shade city parks during the period from one impact, according the Proposition K.

"The DEIR finds that the 50-foot-tall proposed project would cast a shadow on the historic Alvord Lake area of Golden Gate Park for over three hours, between the hours of 6:45 a.m. and 10 a.m. on June 21 (DEIR page 10).

"The DEIR concludes, however that the shadow cast on the park by the 50-foot high project is not significant and is therefore permitted by Proposition K, and is not a significant environmental impact. It gives three justifications for these conclusions:

"A. Would occur only in the early morning hours before 10 a.m.

"B. Would affect less than 0.5 percent of the area's potential sunlight.

"C. The affected area is not one that is in active recreational use nor programmed for such use in the *Golden Gate Park Master Plan*, and therefore the use and enjoyment of the Alvord Lake area would not be substantially reduced.

"All three of these justifications are either inaccurate or misleading. The following is an explanation why this is true:

"A. Occurrence before 10 a.m. is not 'early morning' and is within Prop K time frame.

"By any measure, 10 a.m. is not the 'early morning hours.' Many of the park's large special events start before this time, when it is common to see hundreds of people using the area. Many other of the park's users (joggers, cyclists, etc.) are in the area of the park at this time.

"Regardless of this, however, Proposition K specifically applies during the period from one hour after sunrise to one hour before sunset. 10 a.m. falls well within this specified time period.

"B. The 0.5% estimate of shadow is too low

"The DEIR estimation of shadowing of 0.5 percent of the area is too low. This is because the size of the area used to calculate this figure is too large. The DEIR states that the Alvord Lake area is 371,900 square feet or about 8.54 acres. This is not the case. The distinctive, historical Alvord lake area that is the main entrance to Golden Gate Park is less than an acre in size. This means that the shadowing area is up somewhere between 4 and 5 percent.

"C. The area is used for recreation, and is uniquely significant; Prop K does not require programmed recreation.

"The DEIR is incorrect in its statement that the area is not used for recreation. Although it is not programmed for such in the *Golden Gate Park Master Plan*, the Haight/Stanyan entrance to the park is a focus for recreation, a common place for recreational walkers, joggers, and cyclists.

"However, Proposition K does not exempt parkland that is not programmed for recreation in a *Master Plan*. Proposition K is meant to prevent shading of many types of parkland that are not recreationally programmed, including designated Natural Areas, some of significant aesthetic appeal, and areas that are historically significant or unique.

"The area shaded is not a random or unused corner of a city park. The *GG Park Master Plan* lists the Alvord Lake and Alvord Lake Bridge as features of Golden Gate Park. The area is uniquely and historically significant, as described in [Comment 5.1]. This is also the major pedestrian and bicycle entrance to the east side of the park. And this is not just any park, but historic Golden Gate Park, the jewel of San Francisco's park system and model for urban parks across the country.

"Shadowing of the duration and scale caused by the [proposed p]roject is not insignificant for such a special location, and must be eliminated, reduced, or mitigated." (*Norman Laforce, Sierra club, San Francisco Chapter, written comments*)

Response 8.3

The DEIR states on page 103 that the proposed project is considered a 40-foot building for planning purposes, and is therefore not subject to Section 295 of the *Planning Code*, which specifically applies to buildings above 40 feet in height. Therefore, requirements under Section 295 of the *Planning Code* are not relevant to the impact analysis. However, because the proposed project had the potential to create a physical environmental impact associated with new shadow on Golden Gate Park, a shadow study was completed and the results are presented in Section III.E of the DEIR.

The DEIR concluded that the proposed project would not create substantial new shadows on Golden Gate Park. The project shadows would be on the eastern edges of the park and would not reach the Alvord Lake landscaped area, which is subject to shadow from the existing foliage surrounding the feature. Due to the size of Golden Gate Park, a relevant subarea was identified to assess the potential shadow impacts of the proposed project, in consultation with the Department of Recreation and Park. As described on pages 102-103 of the EIR, this subarea was defined as the portion of the park bounded by Stanyan Street to the east, JFK Drive to the north, Kezar Drive to the west, and the extension of Waller Street to the south. This portion of the park is characterized by its "gateway"/circulation function and is also used for passive recreation (i.e. relaxation) functions. It is not designed or used for special event purposes.

The DEIR notes on page 103 that under CEQA, a project would have a significant environmental impact if it would create substantial new shadow on outdoor recreation facilities or other public areas. The DEIR states the reasoning behind the conclusion that the additional shadow resulting from the proposed project would not be significant, based on the time of day at which the shadows would occur, the types of uses that take place in the area, and the relatively insubstantial quantity of new shadow that would result from the proposed project.

It should be noted that there is a typographical error in the portion of the DEIR text quoted by a commenter. On Page 104, the DEIR states that ...

"The proposed project would cast a shadow on the Alvord Lake area of Golden Gate Park that would block less than one half percent of the approximately 6,396,514 square foot hours of available morning sunlight on June 21 from approximately 6:45 a.m. to no later than about 10:00 a.m. (see Figures 15 and 16 on the following pages). June 21 is the day of the year that would represent the greatest potential shadow effect.

This statement is inaccurate. The shadow analysis found that December 21, and not June 21, would be the day of greatest shadow impact when the proposed project would create shade amounting to one-half of one percent of the available morning sunlight on the park. This impact is illustrated graphically in Figures 15 and 16 of the EIR. A staff-initiated text change will be included in the FEIR to correct this error, as shown in Section D. DEIR Revisions, page 200 of this document.

Comment 8.4

"I am directly affected by shadowing and stand to lose my view of Clarendon/Twin Peaks, but more important, the sunshine I rely on to heat my flat. For most of the residents on the south side of the block,

the project will destroy what has, for years, been a very pleasant living situation." (*Cheryl Bielinski, written comments*)

"I've been [on Page Street] for nine years and the project will literally be my backyard. And the decision made here, you know, my neighbors and I will have to live with day in and day out. I will be directly affected by the shadowing and I will also lose my sunlight, which I'm not very happy about." (*Cheryl Bielinski, public hearing comments*)

"My property is directly behind the proposed 3-story project and I will lose most of the sun during the day, as a result of the shadow the building will throw. I have spent years cultivating a Zen garden with substantial landscaping that will be impacted by the project. They are not shade plants." (*Kathleen Hanrahan, written comments*)

"My property is directly behind the proposed three-story building and I'll lose most of the sun during the day as a result of the shadow. I've spent years and years cultivating a Japanese garden which will probably not withstand the constant shadow of the backyard and that is the only sun that I get." (*Kathleen Hanrahan, public hearing comments*)

"...the San Francisco Labor Council believes that the proposed development negatively impacts the property values of the homes and other properties in the neighborhood. As mentioned before, the proposed shadows in the neighborhood has the potential to limit the activities that people can do on their property. This could lead to a decrease in desirability and property value in the area. With the housing downturn and the City facing a multi-million dollars shortfall, can we really suffer any further negative fiscal impacts to housing markets?

"The project developer and future anchor tenant could provide monetary relief to [affected] neighbors. This solution offsets any potential decreases in property values due to the shadows.

"The San Francisco Labor Council is also concerned that the proposed 690 Stanyan Street Project also casts a shadow on current homeowners' private property. While we are supportive of projects that add to the value of our cities neighborhoods, sadly, the 690 Stanyan project decreases neighborhood property values. According to the EIR, 'The proposed project would create new shadow on the rear yards of adjacent buildings on Page Street'....'Although this shadowing may be an undesirable change for affected individuals, it is a common and expected occurrence in the urban context in San Francisco, and it would not be considered a significant environmental effect.'

"Many of these affected homeowners are long-time San Francisco residents and have made an investment in San Francisco. All of the affected homeowners and property owners have been in the area longer than the proposed development. Is it o.k. for the interest of a newly proposed development to trump the interests of the long-term residents of this neighborhood? We believe that the shadow that this proposed development cast on private homeowners is a significant environmental effect. This shadow will impact residents' ability to plant flowers, grow gardens, host friends in their backyards etc. This project negatively impacts the neighborhood's quality of life." (*Chris Jackson, San Francisco Labor Council, written comments*)

"PUV (Provisional Use Variation) increases impact shadows on homes and backyards." (*Susan D. Latham, written comments, February 23 and 25, and March 10, 2008*)

"Several neighbors on Page St. commented that they live directly behind the project site, and would suffer numerous ill effects. Not to detract from their concerns about the issues they raised, with the exception of

one, those claims to live 'directly behind the project site' are simply false. Addresses less [than] 1940 Page St. are not directly behind the project. The woman whose Japanese garden will not see the light of day in fact resides about 150 feet east of the project.

"Shadows from the new building will not be permanent, as described by one man, but rather falling into dormant backyards during the 8 weeks of the short winter days (December to late January). The EIR pointed this out with supporting drawings in the shadow study." (*Ted Loewenberg, Treasurer, Haight Ashbury Improvement Association, written comments*)

"Also not mentioned: the shadow analysis and mitigation to address shading of private property by terracing the proposed project." (*Pi Ra, height Ashbury Neighborhood Council, written comments*)

"Shadow. The proposed project does not take into account how the lot line construction of 40-50 foot building would seriously impact residents on Page Street. A 40-50 foot solid wall will probably cut in half the amount of sunlight that Page Street residents receive windows and backyards, if not reduce it even lower. This affects quality of life, ability of existing plants, trees, and gardens to grow, and enjoyment of back yards. There is also reduction privacy from the construction being right to the lot line." (*Teresa M. Welborn, written comments*)

"I'm here as a member of the public and a board member of Haight Ashbury Neighborhood Council. I would just like to say while I appreciate [previous] comments, I think we need to really focus on EIR here. This is a really important project for the neighborhood. It is going to have a drastic effect on many of the residents, including myself...My backyard is the back of Cala Foods. And for many years, it has been very quiet. It has provided a certain amount of protection of sound in light of the environmental concerns of the neighborhood, but now with the planning of the current plan, it stands to remove all of the only sunlight that I get in any part of the day. I have a southern-facing flat, a railroad flat, where we have a few windows in the front and a few windows in the back. Most of the community space is in the back of the house. That has the southern exposure and that is the only sunlight. With the height of this particular project, it will remove all the sunlight. And I don't think the EIR takes that into account for the entire block of the southern side of Page Street." (*Bruce Wolfe, public hearing comments*)

Response 8.4

The commenters have expressed concern that the project would cast shadows on private property for most of the year. The proposed building would shade private open space in the afternoons during the winter months. Such increased shadow is a typical outcome of new development in a dense urban setting. Although such changes are undesirable to the affected residents, and may be an issue for consideration in the context of project approval, they would not result in a significant environmental impact under CEQA.

The comment on changing property values is speculative and not within the scope of the DEIR.

9. COMMENTS REGARDING THE INITIAL STUDY

Comment 9.1—Recreation

"Thank you for the opportunity to review and comment on the 690 Stanyan Street Mixed Retail/Residential Project Draft Environmental Impact Report (DEIR). The Department has reviewed the document and would like to raise concerns pertaining to transportation, recreation, circulation, construction and air quality.

"The project would add new users to the Haight Street/Stanyan Street entrance which is considered a major pedestrian entry to the park. The existing design of paths and turf is designed for circulation of the area, but the space has become a social gathering area. The areas landscape suffers [from] overuse which has caused turf problems, erosion, litter, and generally a run down appearance.

"The project should add improvement measures to offset the physical deterioration of this area of the park. The *Golden Gate Park Master Plan* includes recommendations such [as] exploring additional paved areas, controlling circulation with barriers between paths and turf areas, and reestablishing Alvord Lake as the areas focal point. We would be happy to discuss these possibilities in more detail with you or your staff at your earliest convenience." (*Daniel LaForte, San Francisco Recreation and Park Department, written comments*)

Response 9.1—Recreation

The comments regarding existing conditions in the Haight Street/Stanyan Street entrance area of Golden Gate Park and the Recreation and Park Department's capital projects are noted. The Initial Study assesses the proposed project's recreational impacts on the Haight Street/Stanyan Street entrance area of Golden Gate Park and concludes that the impact would be less than significant.

Comment 9.2—Excavation

"'Constructing the three-level underground parking structure would require excavating approximately 30 feet below the existing ground structure and removing about 33,000 cubic yards of soil from the site.' (page 2.) 'The boring encountered groundwater at a depth of 37 feet below the ground surface. Excavation for the three-level underground parking structure would reach a depth of 30 feet below grade level, with additional excavation of up to 2.5 feet for the foundations...' (Initial Study, Appendix A, page 51.) Will 4 ½ feet of soil (between the bottom of the foundation and the groundwater) support an 80-foot building (30 feet for the three parking levels and 50 feet above ground)? Are there any other buildings in the area (within a five-block radius) that have three underground levels?

"Mitigation Measure 3 (pages 15-16) discusses soil and groundwater testing. The Initial Study (appendix A), at page 59, indicates that there was an automotive service station and repair business at the project site from 1930 to 1958. Although a 'site reconnaissance' found 'no visual evidence' of underground storage tanks, the Initial Study indicated that there is potential for the presence of lead, of polychlorinated biphenyls, and of petroleum hydrocarbons. If any of these toxins are found at the project site, how many months will be added to the estimated construction duration?

"The Initial Study indicated that it is likely that the existing building contains asbestos and lead-based paint, and likely to contain PCBs. (Initial Study, pages 60-63). Both the initial study and the Draft EIR contain mitigation measure to address hazardous building materials. (Draft EIR, page 17; Initial Study, page 73). Will these mitigation measures add to the estimated construction duration? If so, by how many months?" (*Richard Ivanhoe, written comments*)

Response 9.2—Excavation

As noted in Response 7.4 the project sponsor would implement the geotechnical recommendations for excavation and construction. If dewatering is necessary due to the presence of groundwater at the site, this activity would be regulated by the Public Utilities Commission and through the San Francisco Industrial Waste Ordinance, as described on pages 55-56 of the Initial Study.

The San Francisco Building Code has procedures that the project would need to follow in order to obtain a construction permit. The estimated construction period accounts for the mitigation procedures for excavation and removal of potentially contaminated soils. As part of the building permit process, DBI reviews final plans, requires additional studies if needed, and ensures compliance with the Building Code, all of which would reduce potentially significant geologic impacts to a less-than-significant level.

Comment 9.3 – Sewer System

"Waste water was largely underaddressed as well. The PUC has done extensive work on the 1900 block of Page three times in the last year. Our fragile waste water system is aging and in need of a huge overhaul. The report does not address how the new project would impact our pipes. A huge grocery store and 60 plus residences would certainly require a huge increase of service compared to the old site." (*Holly Edson, RN, written comments*)

"Our fragile waste water system is aging and in need of a huge overhaul. The report docs not address how the new project would impact our pipes. A huge grocery store and 60-plus residences would certainly require a huge increase of service compared to the old site." (*Pi Ra, height Ashbury Neighborhood Council, written comments*)

Response 9.3– Sewer System

The potential impacts of the project on sewer and water service are addressed on pages 44 and 45 in the Initial Study. No major new sewer or stormwater facilities or construction would be needed to serve the proposed project. The proposed project would meet the wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San

Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements. The proposed project would not substantially increase the demand for wastewater services for the project site and would, therefore, result in a less-than-significant wastewater service impact. Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within anticipated water use and supply for San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c).

Comment 9.4 — Archeology

"Records at this office were reviewed to determine if this project could adversely affect cultural resources. This office has no record of any previous studies for the proposed project area, and there are no recorded historical resources within the proposed Stanyan Street Mixed Retail/Residential project area. The project area has a moderate likelihood of containing unrecorded historic-period archaeological cultural resources and Mitigation Measure 1 (Draft EIR 2008:67) is an adequate method to identify any potential archaeological deposits." (*Leigh Jordan, California Historical Resources Information System, written comments*)

Response 9.4—Archeology

The comment expressed concurrence with the finding of no significant archeological impact; no further response is required.

10. MITIGATION AND IMPROVEMENT MEASURES

Comment 10.1

"I think that 'Improvement Measure 1: Traffic' and 'Improvement Measure 3: Loading' do little to alleviate what appears to be anticipated increased traffic problems from the proposed Whole Foods store and with its design as proposed in the DEIR. In particular 'Improvement Measure 3: Loading' which relies on Whole Foods to assign an employee to direct traffic, is basically a voluntary measure on the store's part (that is non-enforceable), does not address the core issue of the design and the loading dock area, and leaves the neighborhood with limited recourse to correct this problem after the project is constructed." (*Denise Bradley, written comments*)

Response 10.1

Improvement Measures 1 and 3 on DEIR pages 115 and 116 would be included as Conditions of Approval, and would need to be implemented by the project sponsor. The improvement

measures were developed in coordination with SFMTA and the Planning Department as measures that would address issues related to traffic congestion and supermarket loading/unloading activities.

Comment 10.2

"Improvement Measure 1: This measure suggests that left turns into and out of the project's garage be restricted. 'Prohibiting left turns would decrease conflicts at the driveway, reduce queues on Southbound Stanyan Street, and reduce queues within the garage, however, the number of vehicles on Page Street would increase.' (page 17). I believe that increasing traffic on Page Street would be a safety hazard—there is a Boys [and] Girls Club on the corner of Page and Sta[n]yan, and a library branch on the next block of Page, which means that there are often children in the crosswalks and near the street. It would probably be safer to block right turns onto Page and require eastbound traffic to turn right at Oak Street, even though this would increase traffic delays on Stanyan." (*Richard Ivanhoe, written comments*)

Response 10.2

As indicated on DEIR page 115, restricting left turns from the project garage onto Stanyan Street southbound could increase the number of vehicles on Page Street. Some drivers may also travel via Oak Street to Masonic Avenue or Divisadero Street, depending on their destination. For this reason, this improvement measure is only recommended if post-construction monitoring of driveway operations indicates that such a measure is warranted. Although the number of vehicles on Page, Haight, and Shrader Streets would be expected to increase if such a restriction were implemented, based on the existing and projected traffic levels and intersection conditions on these streets, the additional vehicles would not be expected to result in a significant decrease in levels of service. The proposed signal timing modifications at the Stanyan/Haight intersection included as a new improvement measure in the FEIR would further reduce the effects of any additional traffic at this intersection.

Prohibiting right turns from Stanyan Street northbound to Page Street eastbound would not be practical if Page Street were to remain a two-way street (i.e., continuing to allow vehicles on southbound Stanyan Street to turn left onto Page Street). Prohibition of right turns from northbound Stanyan Street to eastbound Page Street would reduce accessibility to residents and visitors on Page Street between Stanyan and Shrader Streets, and would divert non-project vehicles to other streets in the area, such as Haight Street.

As noted on DEIR page 64, SFMTA will install a traffic signal, with pedestrian signal heads, at the intersection of Stanyan/Page. The new signal will enhance pedestrian crossing conditions across

Page Street and across Stanyan Street. This improvement is anticipated to be implemented in 2009. This new traffic signal could facilitate left turn movements into and out of the project driveway by regulating traffic flow, reducing the potential need for restriction of left turns. Response to Comment 6.15 includes an additional item for Improvement Measure 1, that would encourage the use of Oak Street, rather than Page Street, for vehicle trips to and from the project site by Whole Foods Market customers.

Comment 10.3

"Improvement Measure 5: 'It should be noted that the project sponsor...would 'unbundle' the sale of parking spaces from the sale of residential units to provide a financial incentive for car-free living.' (page 19). But would this be more of an incentive for car-free living or for parking on the street, aggravating the current parking situation?"

"'To ensure that parking spaces in the garage are available for shopping patrons, employees would be required to park off-site, and Whole Foods Market would provide incentives to employees to encourage use of transit, such as pre-tax transit pass purchase options.' (page 19). What percentage of Whole Foods employees at the other San Francisco locations drive to work?"

"'To discourage use of the project garage by drivers not destined to the Whole Foods Market and to encourage use of alternate modes, a fee would be charged for customer use of the garage.' (page 19) But isn't this again an incentive for customers to park on the street?" (*Richard Ivanhoe, written comments*)

Response 10.3

When the cost of parking is unbundled from the price of the units, residents may make different choices about investing in vehicles. While studies of the effect of unbundling of parking have not yet been conducted in San Francisco, unbundling of parking cost is among a number of strategies used in San Francisco to inform residents of the cost of auto ownership. The *Planning Code* currently requires unbundling of parking costs within the C-3 and DTR (Downtown Residential), RTO (Residential Transit-Oriented), and NCT (Neighborhood Commercial Transit) districts for new residential developments with more than 10 units.

The percentage of Whole Foods Market employees at other San Francisco stores that drive to work is not known, as surveys of employees have not been conducted. Based on direction from the Planning Department, the *690 Stanyan Street Transportation Study* assumed that the travel mode of Whole Foods Market employees at the project site would be similar to surveys of other retail establishments conducted by the San Francisco Planning Department, and contained within the *TIA Guidelines*. For the area of San Francisco in which the project site is located, the mode of

travel to work is about 53 percent by auto, 32 percent by transit, and 15 percent by walking, bicycling and other modes.

As discussed in Response to Comment 6.18, Improvement Measure 5 on DEIR page 117 includes charging a fee for customer use of the garage as a means to discourage use of the project garage by drivers not destined to the Whole Foods Market. This measure would be implemented only if monitoring of the garage is not adequate to discourage parking by non-shoppers. The method of charging a fee has not been identified, and could involve validation of tickets by Whole Food Market. The intent of this measure is not to encourage shoppers to park off-site.

Comment 10.4

"Transit: could the bus stops adjacent to the project be converted to bulb-outs? Can we require that Whole Foods give a discount to those who don't drive to the store?

"Pedestrians: I hope that you can come up with something better than installing flashing lights and an audible signal to indicate that a vehicle is exiting the garage to help pedestrians. How about installing a warning system to tell the drivers that a pedestrian is approaching?" (*Joan Downey, written comments*)

Response 10.4

The potential for bulbing out the bus stop stop adjacent to the project site on Haight Street was reviewed with SFMTA as part of project design. Based on SFMTA's review of conditions on Haight Street, SFMTA recommended that a bus bulb not be provided. If such modifications are made, they should be designed in a manner that does not substantially affect intersection service levels. As indicated on page 80 of the DEIR, the proposed project would eliminate an existing driveway to the project site on Haight Street, which would allow for uninterrupted pedestrian flows along the north sidewalk of Haight Street between Shrader and Stanyan Streets.

11. ALTERNATIVES

Comment 11.1

"I support the draft EIR for the 690 Stanyan Street project for...alternatives to the proposed project—our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city." (*Madhu Anand, Richard and Pam Ault, Kathryn Douglas, Lindy Fox, John Hooper, Chip Linehan, David Rumsey, Tina Sampath, Keith F. Skelly, Abby Smith, Megan Strahm, Nicholas Wickes, written comments*)

"The project, as designed, will yield significant benefits to our community. It will not only restore an important but vacant and long-blighted corner to a sense of vibrancy but it will finally bring a full-service grocery store the neighborhood, something that has been severely lacking in recent years. I would also like to strongly weigh-in against any of the Alternatives to the Proposed Project as outlined in the EIR. All of these options would be a severe disservice to the community by providing for a facility that is less than what the neighborhood needs and deserves." (*Matt Bens, written comments*)

"Best alternative: adding a full-service grocery store and residential units with sufficient parking is a use of the space far superior to the other alternatives, such as no project, residential-only, retail-only, or a scaled-down retail/residential version that does not meet the goals of the project's sponsors." (*Jennifer and Chris Boyd, written comments*)

"I am writing to express my support for the proposed Whole Foods development on the corner of Haight and Stanyan Streets. As long-time residents (20 Years) of the Haight / Cole Valley neighborhood, and as proud citizens of San Francisco, I and my family are eager to see anything that will improve the area. There are a number of reasons why I support this development....

"Anything less than a full service facility—i.e., a repurposing of the existing property, or tying it up in continued dispute and litigation over future use—would fall far short of what our neighborhood needs and be both an environmental and aesthetic blight. It will force residents to continue to rely on cars for shopping, as well as present a continued visual / architectural black hole for this important intersection. While one might debate endlessly what might make the best alternative for this parcel, the fact that a Whole Foods makes this a viable development also makes it a sound choice. Much better to have a high quality option in hand than to debate endlessly possible options while the corner remains an eyesore and good jobs go unfilled.

"Our neighborhood has long struggled to maintain a realistic balance between being family-friendly and being a haven (even a magnet) for the counter-culture and disenfranchised. In some ways, that balance is what gives the neighborhood its unique character and attraction. But it is necessary to provide long term residents and families the amenities and resources they need in order to maintain that balance. Absent those, the neighborhood cannot sustain itself over the long term, losing the vitality and commitment that is essential to survival." (*John Cate, written comments*)

"My concern as a resident of nearby Cole Street is to make sure your office fully considers the highly negative environmental impact of not approving this project in its current scope." (*Michael Gerrity, written comments*)

"Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

"I hope that you too, after studying these findings, will support the Whole [...text cut off] neighborhood will benefit greatly from this project. I had hoped to attend [...text cut off] travel to Los Angeles for work." (*Tom Hubbard, written comments*)

"Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad

range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city." (*Sam Jackson, written comments*)

"The reduced alternatives do not appear to be viable or appealing. Combining ground floor residential with a reduced store would result in a store that serves the neighborhood little better than the smaller shops already available and would put ground floor residential on Haight Street where none currently exists. What the Haight/Cole Valley area needs is a full-service grocery within walking distance. The 690 Stanyan project as specified provides that, along with sufficient parking to offset the load of those who will drive there from a little farther away." (*Josh and Katy Mogal, written comments*)

"Alternatives with no or only a small retail store are not acceptable to me. My neighborhood needs a state-of-the-art grocery store. In addition, I favor the proposed project as is, because it allows the ground floor to be occupied by the retail store only. The reduced program would create a very small grocery store and ten apartments on the ground floor. Again, this neighborhood needs a state-of-the-art grocery store.

"The more residents we have facing the Alvord Lake Area, the better off this neighborhood is. The study talks about this area as a gateway to Golden Gate Park. This may have been the original design. As we all know the area is infested with drug dealers and users alike since the eighties. If the eyes and ears of the residents can change this, it would be wonderful." (*Doerte Murray, written comments*)

"I would also like to strongly weigh-in against any of the alternatives to the proposed project as outlined in the EIR. All of these options would be a severe disservice to the community by providing for a facility that is less than what the neighborhood needs and deserves." (*Sheila Riley, written comments*)

"I am writing to ask for total support for Case#2006.0460E, the full project, not the reduced alternative. The reduced alternative does not address the needs of the community; the full project does." (*Don J. Smith, written comments*)

"I recently learned that there was an alternative proposal being contemplated for the development at Haight and Stanyan. I understand that under this proposal there would be no full service grocery. As a local home owner and a proud member of the community I wanted to express that I strongly oppose such an alternative and I that I strongly support the full proposal. In terms of improving life in the neighborhood, I cannot think of a better use for that space than a full service grocery. I sincerely hope that you will listen to the residents of Haight Asbury and do what you can to ensure that the full proposal is approved and implemented." (*Richard Whittow, written comments*)

Response 11.1

Comments expressing support for the project as proposed are noted, and provide information to the Planning Commission in their considerations regarding project approval or disapproval. The effect a project may have on property values is speculative.

Economic effects are not significant physical environmental impacts under CEQA, as indicated in the CEQA Guidelines Section 15131(a), and mitigation measures are not required. As discussed in

Section III.B, the DEIR identified no significant impacts on visual resources associated with the proposed project.

Comment 11.2

"However, I do not like the description of size I h[e]ard for the proposed project. The Reduced Program Alternative sounds like a much better choice of the two.

"I hope that the result will be a building that fits in nicely with the architecture and atmosphere of the neighborhood. The Haight is distinctive, and this building should fit in. The pictures included in the paper make it look like the disgusting buildings I have seen in Oakland [and] Dublin. I don't know if that is relevant to this particular inquiry, but it needs to be taken into consideration.

"So, I think that the smaller [and] less imposing choice is the better one. Hopefully the result will reflect feelings [and] character of this community." (*Meghann Adams, written comments*)

"Please analyze an alternative which has the minimum amount of parking required for this site and a design which steps back in the rear so that shadow impacts are reduced for housing to the north on Page Street. Environmentally sensitive design is more than just this project. To the extent that the project (a) encourages more auto trips than necessary, it is not environmentally sensitive. To the extent that it reduces sunlight (passive solar) in adjacent houses—and thereby increases their demand for fossil fuels for heating, it is not environmentally sensitive. We request an alternative design which reduces the mass of the building and eliminates at least 50 parking spaces for the grocery store." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"I'm glad to hear all of these people who support the project testify they are going to walk to the project because what it is obviously missing from this project is greatly reduced parking alternative that greatly reduces parking for the market. I don't understand why Haight and Ashbury people drive to the inner Sunset to park and then inner Sunset people walk—will walk to this park, but you had heard no one who testified in support of the project say they are going to drive. Everyone said they are going to walk. Really, if this is a local market, it has to have a lot fewer parking spaces." (*Sue Hestor, public hearing comments*)

"A mitigation solution [to aesthetic and potential fiscal effects of the proposed project] could be to simply return the project to the original size of the Cala foods that served the neighborhood for many years. This action would mitigate any potential negative fiscal and aesthetics impacts that this project would subject the neighborhood to." (*Chris Jackson, San Francisco Labor Council, written comments*)

"However, the large size of the proposed grocery store—twice the size of the existing supermarket structure and nearly the size of a 'big box' store—will cause significant environmental impacts that are not adequately addressed in the DEIR.

"Second, we point out that Alternative B greatly reduces the environmental impacts of the project and better serves the neighborhood. We believe more housing could be added to alternative B and the project would still have significantly fewer environmental impacts than the preferred project. We urge the project sponsors to consider this.

"The DEIR Alternative B, on the other hand, does not have many of the negative impacts of the preferred alternative and better serves the neighborhood. It retains a grocery store that is the same size as the old

Cala that was on the site, thus continuing the previous use. Because of this, many of the inadequacies of the DEIR regarding the proposed project don't exist for Alternative B.

"Alternative B Reduced Program is a superior alternative that greatly reduces many of the impacts of the Preferred Project on the neighborhood and on Golden Gate Park. It serves the neighborhood better than the Preferred Project.

"The DEIR describes Alternative B, Reduced Program, as 17,200 sq.ft. of supermarket space and ten residential units on the ground floor. The preferred plan supermarket is 34,000 square ft. The height is lower (39.5 feet compared to 49.5 feet) and casts less shadow on Golden Gate Park.

"Alternative B also has few housing units, 52 units instead 62 units. The Sierra Club believes that more housing could be added to Alternative B and the project would still have fewer negative environmental impacts than the preferred alternative.

"The DEIR makes a statement that is not true: 'The Reduced Program Alternative would not meet the project sponsor's objectives to construct a full-service, high-quality mixed-use supermarket-residential building in the Haight Ashbury neighborhood because this alternative's building would be 50 percent smaller than the proposed project.' (DEIR page 124.)

"This is not the case, considering that the previous full-service supermarket, Cala Foods, was the same size as the Alternative B project. There is no reason to believe that a full-service supermarket needs to be twice as large as the previous market.: (*Norman Laforce, Sierra Club, San Francisco Chapter, written comments*)

"I urge the Planning Department to scale this project down to preserve the charm of the park's pedestrian entrance for residents and visitors alike." (*Carl Russo, written comments*)

"Alternative Projects. The study does not address the alternatives of having a neighborhood-serving market of half the size of the proposed Whole Foods market, and several additional small commercial spaces for small businesses. Nor does it address how cutting the proposed auto traffic and underground parking in half would greatly serve the neighborhood residents and park and international visitors. Alternative B is much more suitable to the neighborhood. The developer's interests are not the neighborhood's goals." (*Teresa M. Welborn, written comments*)

Response 11.2

The comments expressing preference for Alternative B are noted, and reflect the conclusions in the DEIR regarding the reduced potential for impacts resulting from the proposed project. Section 15126.6 of the CEQA Guidelines describes the requirements for alternatives analysis, and specifies that alternatives included in the EIR should attain most of the basic project objectives. As indicated on page 124 of the DEIR, Alternative B as proposed would meet most, but not all, of the project sponsor's objectives.

One commenter suggests that the EIR should include analysis of a reduced parking alternative as a means to reduce the number of vehicle trips associated with the proposed project. The transportation analysis for the proposed project was completed as specified in the *TIA Guidelines*.

Parking supply is not a basis for estimated trip generation under the *TIA Guidelines*. Therefore,

with reduced parking it would be assumed that the number of vehicle trips to the project site (or the site vicinity) would remain the same as under the proposed project, but that drivers would seek offsite locations to park their cars.

It is speculative to assume the effect of the proposed project on heating fuel use in adjacent residences, and any such impact would not be considered a significant effect of the proposed project to be addressed in the alternatives analysis.

Rebuilding the project to the original size of the Cala Foods market would not meet the proposed project's objective to develop a mixed-use project (DEIR, page 38). It would be smaller than but similar to Alternative D, the Retail-Only Alternative that the DEIR evaluates on pages 126-127. The commenter's suggested alternative would rebuild the existing building and surface parking, Alternative D would construct a one-story, 34,400 sq.ft. building for the specialty supermarket (Whole Foods) on the entire lot, with a two-story underground parking garage.

Comment 11.3

"Why weren't the alternative of a three-story building with a full-sized (34,000 sq.ft.) specialty supermarket, and two stories of residential units considered? I would be interested to having the impacts of that configuration studied." (*Joan Downey, written comments*)

Response 11.3

CEQA Guidelines, Section 15126.6, states that an EIR must analyze a reasonable range of alternatives that (1) could feasibly attain most project objectives, (2) would reduce significant impacts, and (3) would foster informed decision-making and public participation. An EIR need not consider every conceivable alternative.

The DEIR included four alternatives: a "No-Project" alternative, a Reduced Project alternative, a Residential-Only alternative, and a Retail-Only alternative. The alternative proposed by the commenter would fall within the range of the alternatives analyzed and the potential impacts can be assumed from the alternatives discussion on pages 121-127 of the DEIR; in short, the potential trip generation of such an alternative would be similar to the proposed project because approximately 90 percent of the estimated trips are associated with the grocery store use, and the potential shadow effects of the alternative would be reduced compared to the proposed project. Therefore, analysis of the suggested alternative in the EIR would not provide new information.

However, the Planning Commission could consider such an alternative in their decisions regarding approval or disapproval of the proposed project.

12. OTHER ISSUES

Comment 12.1

"I presently shop at the Haight Street Market, around the corner from where I live. I am very happy with their products and with the convenience of their location. I also feel that the owners and employees are an integral part of the neighborhood. I am afraid that Whole Foods could drive them out of business." (*Richard Ivanhoe, written comments*)

"In addition, the independent and locally owned businesses are a core part of the community's culture. Building a grocery store owned by a national chain in direct opposition to this culture. In addition, it could potentially take business away from nearby markets. It simply would not be 'The Haight' without these and other independent businesses lining its streets. This neighborhood is unique because of the diversity and quirkiness of the shops and people in this area. It is one of San Francisco's finest gems, and as should be carefully preserved." (*Elizabeth Kroboth, written comments*)

"Haight Street zoning: request to observe the Haight Commercial Zoning code. When this developer's last two projects on Haight Street were made to come into compliance with the commercial zoning code, the neighborhood got a bank (having not had one for nine years) and a Goodwill, both of great benefit to residents and merchants alike. Please respect square foot limit and void current Provisional Use Variation" (*Susan Latham, written comments, February 25 and March 10, 2008*)

Response 12.1

The comment is noted. As indicated in Response 11.1, economic effects are not within the scope of environmental review, except as they relate to physical changes that could reasonably be expected to occur as a result of economic or social effects of the proposed project (CEQA Guidelines Section 15131(a)). Any effect of the proposed project on local businesses is speculative and, as neighborhood businesses typically change owners and/or locations over time, a shift in the composition of the neighborhood business opportunities would not be considered a significant physical environmental impact.

Comment 12.2

"You are probably figuring Phil doesn't know we're talking about the Haight today.

"The connection with the Mission District is that the Mission Miracle Mile Business Improvement District was cofounded by the Brennan family. The Brennan family is very well known to me. They are

exemplary business people. They are true San Franciscans. They are San Franciscans who keep reinvesting in the City of San Francisco. It certainly doesn't take anyone to tell them about business on Haight Street either. They have lots of business on Haight Street, and they are exemplary landlords, so example to us all.

"Turning to the EIR, which I've had an opportunity to examine, I noticed a number of things that we talk about quite a bit that might be subthemes, but I would like to just point these out. This is not in order of importance. Two street billboards will be removed. This is, as you know, having a business improvement district, we're always trying to clean up the streets of San Francisco. Two eyesores are coming down here.

"And I just wanted to say in my last few seconds here that it is a privilege knowing the Brennans." (*Phil Lesser, public hearing comments*)

"Outreach—If there is a notification list for meetings or updates either on email or snail mail for updates, we would appreciate being included. On the project's website, in order to be included on updates, you are also required to voice a 'yes' or 'no' vote on the project—see <http://www.690stanyan.com/opinion.aspx>. We are not comfortable expressing an opinion without qualifying it (and would say 'no' as it's currently designed, even though we are actually in support for the most part), and feel that expressing your opinion should be separate from the opportunity to be notified of outreach opportunities. (*Elizabeth and Jason Misner, written comments*)

Response 12.2

The comment is noted. No further response is required.

Comment 12.3

"A few just general comments on the EIR, which I think is adequate. It is a draft anyway, so there will be a comment period. And I would be supportive of extending it if the other Commissioners feel another week would be good to get additional comments in." (*Commissioner Michael Antonini, public hearing comments*)

"Again, I would support extending the comment period for a week as did Commissioner Antonini and I don't know how the other Commissioners feel about that, so..." (*Commissioner Christina Olague, public hearing comments*)

"How is circulation around here? The graphics are lousy. I got the traffic study from the traffic consultant for which I really thank her and I am plowing through it. One of the things I'm asking for is can we please have an extra week for comments because there's a lot that has to be done around Golden Gate Park comments because it was so ignored in this project, as well as on circulation, both traffic, buses and pedestrians and bikes, and you can't find it in this EIR.

"We're going to be giving a lot of comments in writing. We would ask the courtesy of not having it due on Monday, but the following Monday. And staff needs to look at the graphics." (*Sue Hestor, public hearing comments*)

Response 12.3

The comment is noted. No further response is required. The ending date of the Draft EIR comment period was extended from March 3, 2008 to March 10, 2008.

Comment 12.4

"There is a serious lack of decent graphics throughout the DEIR. Because they are lacking, both the readers—particularly those unfamiliar with the immediate area—and the consultants drafting the DEIR can easily miss issues that would otherwise be triggered if such graphics were provided. The comments submitted by HANC members have already directed attention to issues such as the failure to show the location of the fire station and St. Mary's hospital which generate many emergency trips on Stanyan past this site, but which are ignored in the DEIR (see p. 30 map). Also, a decent graphic showing traffic lanes and turning patterns from this project (as well as existing double parking patterns) would have focused attention on the significant number of children who use the Boys and Girls Club on Page near Stanyan.

"A graphic is needed to show how this project will 'sit' in its block in relation to the housing to its north and northeast and east on Stanyan, Page and Shrader. The only attempt to provide any such information is in the shadow graphics which are themselves difficult to read. At a bare minimum there should be a 'Sanborn'-type graphic of the entire block with the proposed project dimensions shown. This could help explain how the project will be seen—it's looming effect—on houses and their yards to its rear on Page Street.

"The EIR should include a map showing the zoning categories and height districts. It is hard to understand in its current form.

"Golden Gate Park is a major part of the context of this site. Please provide a map of the eastern part of the park showing footpaths, bike paths, and major features. Plus connecting sidewalks and bike routes. Specifically include the children's playground and the Academy of Science (also the DeYoung) at a minimum. Both people living in this area, and those who ride Muni to Stanyan, walk or bike into the park from this immediate area. The area to the north at the Panhandle is extremely intense with traffic, so area is a 'calmer' entrance into the park. The map at p. 30 is greatly insufficient.

"Given the lack of a map showing height districts it is difficult to understand elevations, e.g. p. 35." (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"The graphics show this site in all kinds of configurations. On page 30 it is rectangle with the narrow end on Haight. On page 53, ditto. On page 66, the narrow end is on Stanyan. None of these maps represent the actual shape of the site—which like Golden Gate Park has a 'panhandle' See page 32 et seq.

"Shouldn't [the] ground floor plan on p. 33 show a residential entrance and garbage room at [southeast] corner of Haight (per p. 37 text)? Will garbage trucks load residential garbage from this location? What effect on Muni?

"Page 35—rendering shows roof structure in the middle of the building that is substantially over 50'7". Presumably that is some sort of windscreen. What is the height at the top of the structure on the roof?

"So if you look here, I mean, I was just looking at this. The orientation of the site, at one point, the rectangle goes like this and another place, it goes like crosswise. They don't have consistent renderings of how this project sits on its site, which is kind of like basic information." (*Sue Hestor, public hearing comments*)

Response 12.4

CEQA requires that the DEIR provide the precise location and boundaries of the proposed project (CEQA Guidelines Section 15124), and the location of the project on a regional map. The 16 figures in the DEIR provide adequate information to inform the public and decision makers and to prepare the environmental analysis. The transportation report also contains figures on which the transportation analysis was based, including turning lanes around the project.

There is an approximately 100-foot wide strip along the eastern side of Stanyan Street that is zoned for a 50-foot height limit, and the rest of the area surrounding the project site has a 40-foot height limit.

The portrayal of the project site on the figures identified by the project sponsor is schematic and not intended to be precise. All the figures show the location of the project in the southwest corner of the block. The exact configuration of the project is presented in the detailed figures on pages 32, 33, 34, 105 and 106 of the DEIR. The residential entrance is shown in Figure 3 on the Haight Street side of the project. The elevation shown on page 35 includes the elevator and mechanical penthouses which are allowed to be higher than the height of the building measured at the roof line at the middle of the building on Stanyan and on Haight Streets.

Comment 12.5

"Growth Inducement analysis should include the employees of this site—and the affordable housing demand from the market rate units (see recent Recht Hausrath study) so that the unmet need for affordable units generated by the project is set out as a Growth Inducing impact. The 'current strong demand for housing' is a demand for housing affordable to the work force. Which will basically not be created. Some residents of this housing will probably be reverse commuters because they will have the income able to afford these prices and access via Oak Street to a freeway ramp and thereby to Silicon Valley. Justify the DEIR claim that it will 'reduce commuting.'" (*Sue Hestor, Haight Ashbury Neighborhood Council, written comments*)

"Growth Inducement. Virtually none of the proposed project's new residents would come from our neighborhood. This is a growth inducement. Furthermore, the proposed project puts pressure on nearby properties to do similar development. Both the McDonald's restaurant and the Amoeba Music Store are large lots that would be subject to redevelopment pressure, if this project is approved." (*Teresa M. Welborn, written comments*)

Response 12.5

As noted in the DEIR on page 107, a project would be growth inducing if (1) its construction and use would encourage a substantial population increase; (2) it would indirectly stimulate new

development that would not occur without the proposed project; and (3) it would involve new infrastructure (such as water or sewer utilities) with capacity to serve other projects. The proposed infill project's 62 residential units and 34,400 sq.ft. of ground floor specialty supermarket would increase the daily population on the vacant project site by approximately 130 residents and 30 net new employees (90 total employees). Because of the current strong demand for housing at all income levels, the proposed project would not induce substantial growth or concentration of population beyond that which would have occurred without the project. The DEIR concluded that the proposed project would not result in significant growth-inducing impactsx

Comment 12.6

"The EIR is quite thorough and well thought out. The analysis demonstrates a deep understanding of all the environmental factors, and properly concludes that the housing/grocery retail project as planned will in fact have a less than significant impact on the environment of the Haight-Ashbury neighborhood." (Lorraine Lucas, Ted Lowenberg, Joan Boyd (no sig.), Kent Uyehara; Haight Ashbury Improvement Association, written comments)

Response 12.6

The comment is noted. No further response is required.

Comment 12.7

"Than[k] you for the opportunity to provide comments on the 690 Stanyan Street DEIR. As a long-standing neighborhood resident who is intimately familiar with the 690 Stanyan Street area through both walking it and driving through it on a daily basis for the past 13 years, I will present key concerns that call into question the accuracy, adequacy, and also the reliability of the subject's Draft Environmental Impact Report. My concerns also relate to the Planning Department's process for reviewing and approving draft Scopes of Work submitted to ensure that such Scopes of Work objectively and holistically address proposed project's impacts." (Larry Ferguson, written comments)

"Thank you for the opportunity to provide comments on the 690 Stanyan Street DEIR. The Haight Ashbury Neighbor Council, HANC as the oldest neighborhood association representative of the Haight-Ashbury Neighborhood (over 45 years), has a wealth of knowledge and experience pertaining to this great and diverse neighborhood.

"And because of this vast knowledge and experience, we are quite concerned about the accuracy, adequacy, and the reliability of the Draft Environmental Impact Report of 690 Stanyan Street." (Pi Ra, height Ashbury Neighborhood Council, written comments)

Response 12.7

The comment is noted. No further response is required.

Comment 12.8

"Environmental setting and impacts—the EIR does not discuss the impact that construction will have on the migration of rodents, insects, and other animals into the surrounding properties because of excavation. Should this impact be considered?" (*Richard Ivanhoe, written comments*)

"A couple of points: The Draft EIR doesn't address the likely migration of rodents, insects, and animals to the surrounding properties. Not sure if it should." (*Richard Ivanhoe, public hearing comments*)

Response 12.8

The Initial Study of the EIR addresses biological resources on page 49, but does not identify the potential migration of any rodents, insects or other animals. The project site is completely covered by impervious services and does not provide substantial habitat for flora or fauna. As part of the construction process, the site would be treated for pest eradication.

Comment 12.9

"So I think going back to the EIR here, I think what I've seen of the EIR last night I think is adequate. It is no different than the analysis we've done for other EIRs. And I think most of the EIRs we've done would substantiate it. But overall, I can't see anything within the EIR that the staff has reported to us that is not adequate compared to all the EIRs that we've done." (*Commissioner Bill Lee, public hearing comments*)

Response 12.9

The comment is noted. No further response is required.

Comment 12.10

"'If approved, construction of the project would last approximately 28 months.' (page 2). 'During project construction, expected to last approximately 28 months...(page 8) 'If approved, construction of the project would occur over approximately 22 months.' (page 38). I assume the 28 month estimate is correct. (*Richard Ivanhoe, written comments*)

Response 12.10

The commenter is correct. Page 38 of the DEIR, Project Description, first sentence, will be revised as follows:

If approved, construction of the proposed project would occur over approximately 22-28 months.

Comment 12.11

"The Draft EIR was distributed to the Police Department at 850 Bryant, to the Fire Department at 698 Second Street and at 1660 Mission Street. If it has not otherwise been forwarded, I suggest that it be distributed to the Park Police Station, and to the fire station at 1145 Stanyan for their comments. The draft EIR should also be distributed to St. Mary's Hospital, to UCSF Medical Center, and to USF, as these institutions may also be affected by the project." (*Richard Ivankoe, written comments*)

Response 12.11

The DEIR was distributed and noticed in a manner consistent with the requirements of the CEQA Guidelines and Chapter 31 of the San Francisco *Administrative Code*. It is not standard practice to distribute environmental documents to local police or fire stations or to nearby hospitals and universities. The potential effects of the proposed project on emergency access and on local services are addressed in the Initial Study on page 33 and in Response 6.15 on page C&R.144 of this Comments and Responses document.

D. DEIR REVISIONS

Below are revisions to the DEIR. Revisions have been made in response to public comments that have been made on the DEIR, as well as initiated by Planning Department staff. Changes made in response to comments are listed in Section 1 below; staff-initiated changes are listed in Section 2 below. Deletions to the DEIR text are shown with ~~striketrough~~ and additions are shown with double underline.

1. CHANGES IN RESPONSE TO COMMENTS

Page 1 of the DEIR, Summary Project Description, paragraph 1, last sentence, will be modified to include the square footage of the existing Cala Foods supermarket as follows:

The approximately 34,000-square-foot (-sq.ft.) project site is flat to moderately sloped and contains a vacant, one-story plus mezzanine, 19,000-sq.ft., 24-foot-high former Cala Foods supermarket, a 42-space, 15,000-sq.ft. surface parking lot, and two general advertising signs located on the northern edge of the property.

Pages 17 and 115 of the DEIR, Improvement Measure 1 will be modified to include the following language after paragraph 1:

If left turns restrictions from Stanyan Street southbound into the project garage are determined to be warranted, Whole Foods Market would prepare and distribute to customers leaflets regarding turn restrictions and route options to minimize "around the block" maneuvers for vehicles coming from the north. This information would also be posted on the Whole Foods Market website.

Pages 18 and 116 of the DEIR, Improvement Measure 3, will be modified to include the following paragraphs after the first paragraph, to address issues related to delivery vehicles:

In addition, the loading dock coordinator would identify locations for truck staging in the event that the on-site and on-street loading areas are occupied. For example, staging areas could include the McDonald's parking lot during the morning peak period, or a short commercial vehicle zone with limited duration (e.g., between 6 and 10 a.m.) on the west side of Stanyan Street across from the project site. The staging location(s) would be reviewed and approved by SFMTA. The temporary staging locations would be distributed to Whole Foods Market delivery drivers and vendors serving the supermarket.

The loading dock coordinator would also prepare a vicinity map and preferred truck access route, which would be developed by Whole Foods Market and distributed to Whole Foods Market delivery drivers and to vendors serving the supermarket.

Pages 20 and 118 of the DEIR, Improvement Measure 6, will be modified to include the following paragraph after the last paragraph:

The construction contractor should encourage construction crews and subcontractors to use transit and to carpool to the project site. Construction contractors could identify locations for parking for construction workers, either within the construction zone, or, if necessary, at a nearby off-street location with transport provided between the parking location and the worksite.

Page 29 of the DEIR, Project Location, paragraph 2, first sentence, will be modified to include the square footage of the existing Cala Foods supermarket as follows:

The approximately 34,000-square-foot (-sq.ft.) project site is flat to moderately sloped and contains a vacant, one-story plus mezzanine, 19,000-sq.ft., 24-foot-high former Cala Foods supermarket, a 42-space, 15,000-sq.ft. surface parking lot, and two general advertising signs located on the northern edge of the property.

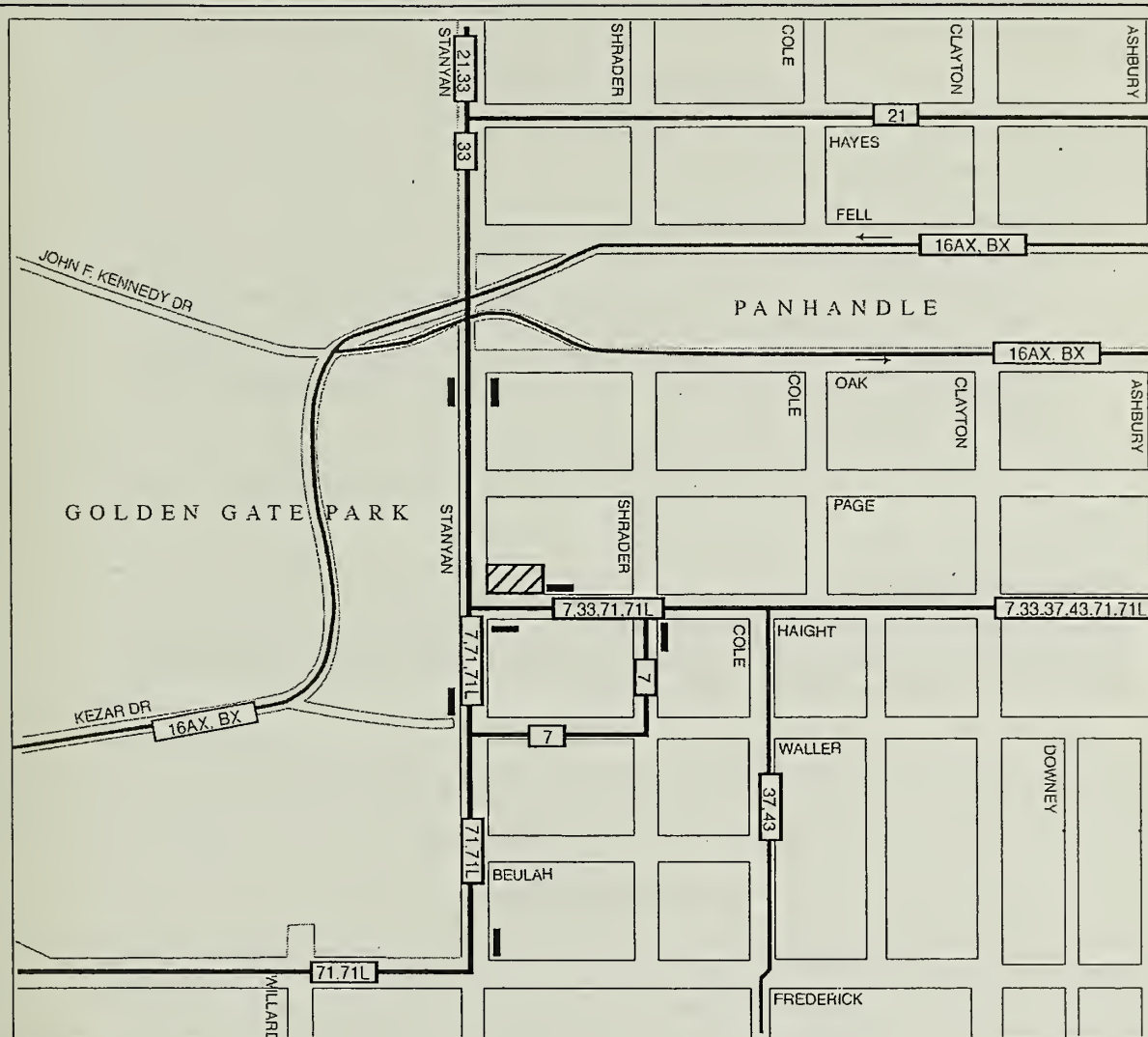
Page 38 of the DEIR, Project Description, first sentence, will be revised as follows:

If approved, construction of the proposed project would occur over approximately 22-28 months.

Page 63, of the DEIR, paragraph 4, third sentence, indicates that JFK Drive is closed on Sundays. The text of the EIR will be modified as follows, to reflect the recent Saturday road closure:

On Sundays, Saturdays from April to October, and certain holidays during daylight hours, the San Francisco Recreation and Park Department closes several roadways within Golden Gate Park to automobile traffic, including JFK Drive, in order to provide a recreation area for bicycling, rollerblading, skating, walking and other activities.

Figure 14, page 66 of the DEIR is replaced with C&R.Figure 3, page C&R.199.



Legend

PROJECT SITE

NOTE: SOUTHBOUND BUS STOP AT THE APPROACH TO WALLER STREET WAS MOVED NORTH.

MUNI BUS LINE

BUS STOP



Source: LCW Consulting

3/3/05

Existing Transit Network and Stop Locations Figure C&R 3 (Revised DEIR Figure 14)

2. STAFF-INITIATED CHANGES

Pages 19 and 117 of the DEIR, Improvement Measure 5, bullet point 5 will be modified as follows:

- ~~To discourage use of the project garage by drivers not destined to the Whole Foods Market and to encourage use of alternate modes, a fee would be charged for customer use of the garage. If monitoring of the project garage does not discourage non-shoppers from parking in the garage, a fee would be charged for customer use of the garage. The method of implementing the fee would be reviewed by SFMTA to ensure that sufficient queuing space is maintained for entering and exiting vehicles.~~

Pages 20 and 118 of the DEIR will be modified to include the following improvement measure after Improvement Measure 6:

Improvement Measure 7

As an improvement to facilitate Muni bus turns to and from Stanyan Street and Haight Street, the signal at Stanyan/Haight would be upgraded to provide for exclusive left turn movements for southbound and westbound traffic.

Pages 90 to 92 of the EIR, "Greenhouse Gas" Emissions, will be deleted and replaced later in the document with language reflecting the current legislative environment of greenhouse gases:

"Greenhouse Gas" Emissions

~~Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs). Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and vehicles have elevated the concentration of these gases in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to climate change. The principal greenhouse gases are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide equivalent" measures.~~

~~Of the principal gases, carbon dioxide (CO₂) and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely by products of fossil fuel combustion, whereas methane results from off gassing associated with agricultural practices and landfills. Other GHGs with much greater heat absorption potential than CO₂ include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. There is international scientific consensus that human-caused increases in GHGs has and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming.~~

~~The California Energy Commission estimated that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of CO₂ equivalent GHG~~

emissions.¹⁶ The CEC found that transportation is the source of 38 percent of the State's CHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.¹⁷

In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's CHG emissions, accounting for just over half of the Bay Area's 85 million tons of CHG emissions in 2002. Industrial and commercial sources were the second largest contributors of CHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent of the Bay Area's CHG emissions, followed by power plants at seven percent. Oil refining currently accounts for approximately six percent of the total Bay Area CHG emissions.¹⁸

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of CHG would be progressively reduced, as follows: by 2010, reduce CHG emissions to 2000 levels; by 2020, reduce CHG emissions to 1990 levels; and by 2050, reduce CHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide CHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution, committing the City and County of San Francisco to a CHG emissions reductions goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment, the San Francisco Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions (Plan).¹⁹ Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, it serves as a blueprint for CHG emission reductions.

Page 95 of the DEIR, last paragraph under Significance Criteria, will be deleted and replaced later in the document with language reflecting the current legislative environment of greenhouse gases:

In addition, air quality effects of a proposed project would be considered significant if they interfered with the state's ability to implement AB32, or if they resulted in a cumulatively considerable increase in CHG emissions.

Pages 100-101 of the DEIR, paragraph spanning both pages, will be deleted and replaced later in the document with language reflecting the current legislative environment of greenhouse gases:

¹⁶—Because of the differential heat absorption potential of various GHGs, CHG emissions are frequently measured in "carbon dioxide equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

¹⁷—California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004—Final Staff Report, publication # CEC 600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: <http://www.arb.ca.gov/cc/ccci/emsinv/emsinv.htm>.

¹⁸—BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002, November 2006. Available on the internet at: <http://www.baaqmd.gov/pln/ghg-emission-inventory.pdf>.

¹⁹—San Francisco Department of the Environment and San Francisco Public Utilities Commission, Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions, September 2004.

~~The project's incremental increases in GHG emissions associated with traffic increases and space heating would contribute to regional and global increases in GHG emissions and associated climate change effects. Neither the BAAQMD nor any other agency has adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual development project, such as the proposed 690 Stanyan Street Mixed Retail/Residential Project could, by itself, generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32.~~

Page 101 of the DEIR, paragraph 1 will be deleted and replaced with language reflecting the current legislative environment of greenhouse gases:

~~As the project would be developed in an urban area with good transit access, the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco. As new construction, the residential portion of the proposed project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as reduce the project's contribution to cumulative regional GHG emissions. Any conclusion regarding the effect of the project's incremental contribution to cumulative GHG emissions levels is speculative, and therefore no determination of significance can be made at this time.~~

Beginning on page 100 of the DEIR, the following text will be added to reflect the current legislative environment of greenhouse gases (GHGs). The new legislative environment regarding GHGs includes updated methodology for calculating GHG emissions, which will be included in the FEIR for informational purposes. The calculations of GHG emissions in the DEIR are adequate and accurate under CEQA because they represent the methodology that was current at the time of publication of the DEIR. Therefore, the updated methodology below does not amount to new information requiring recirculation of the DEIR under CEQA.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate

at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.²⁰ Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Energy Commission (CEC) estimated that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.²¹ The CEC found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.²² In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's GHG emissions, accounting for just over half of the Bay Area's 85 million tons of GHG emissions in 2002. Industrial and commercial sources were the second largest contributors of GHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent of the Bay Area's GHG emissions, followed by power plants at 7 percent. Oil refining currently accounts for approximately 6 percent of the total Bay Area GHG emissions.²³

Statewide Actions

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.²⁴

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and

²⁰ California Air Resources Board (ARB), 2006a. Climate Change website (<http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>) accessed December 4, 2007.

²¹ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

²² California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 -Final Staff Report*, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: <http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm>.

²³ BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002*, November 2006. Available on the internet at: http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf.

²⁴ California Air Resources Board (CARB), *Climate Change Draft Scoping Plan: A Framework for Change*, June 2008 Discussion Draft. Available on the internet at: <http://www.climatechange.ca.gov/index.php>. Accessed July 29, 2008.

implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce their greenhouse gases by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels. In June 2008, CARB released their Draft Scoping Plan, which estimates a reduction of 169 million metric tons of CO₂-eq (MMTCO₂-eq). Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, the Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 60.2 MMTCO₂-eq. Emissions from the electricity sector are expected to reduce another 49.7 MMTCO₂-eq. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33% renewable energy by 2020), and the existing million solar roofs program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Local government actions and regional GHG targets are also expected to yield a reduction of 2 MMTCO₂-eq.²⁵ Measures that could become effective during implementation pertain to construction-related equipment and building and appliance energy efficiency. Some proposed measures will require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA). Applicable measures that are ultimately adopted will become effective during implementation of proposed project and the proposed project could be subject to these requirements, depending on the proposed project's timeline.

Local Actions

San Francisco has a history of environmental protection policies and programs aimed at improving the quality of life for San Francisco's residents and reducing impacts on the environment. The following plans, policies and legislation demonstrate San Francisco's continued commitment to environmental protection.

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the City Charter with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for

²⁵ Ibid.

assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.²⁶ The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particle matter (PM, or soot) than the buses they replace, they produce 40% less oxides of nitrogen (NOx), and they reduce greenhouse gases by 30 percent.

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 69 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65% of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City greenhouse gas emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following greenhouse gas emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City greenhouse gas emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce greenhouse gas emissions by 25 percent below 1990 levels by 2017;
- Reduce greenhouse gas emissions by 40 percent below 1990 levels by 2025; and
- Reduce greenhouse gas emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable General

²⁶ San Francisco Department of the Environment and San Francisco Public Utilities Commission, Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions, September 2004.

Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO₂ emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.²⁷

The Green Building Ordinance also continues San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. In addition, by reducing San Francisco's emissions, this ordinance also furthers the State's efforts to reduce greenhouse gas emissions statewide as mandated by the California Global Warming Solutions Act of 2006.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve streetscape policies throughout the City, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options. The City also provides incentives to City employees to use alternative commute modes and the

²⁷ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

City recently introduced legislation that would require almost all employers to have comparable programs.

Each of the policies and ordinances discussed above include measures that would decrease the amount of greenhouse gases emitted into the atmosphere and decrease San Francisco's overall contribution to climate change.

Impacts

Although neither the Bay Area Air Quality Management District (BAAQMD) or any other agency has adopted significance criteria for evaluating a project's contribution to climate change, the Office of Planning and Research (OPR) has asked the California Air Resources Board to "recommend a method for setting thresholds of significance to encourage consistency and uniformity in the CEQA analysis of GHG emissions" throughout the state because OPR has recognized that "the global nature of climate change warrants investigation of a statewide threshold for GHG emissions."²⁸ In the interim, on June 19, 2008 OPR released a Technical Advisory for addressing climate change through CEQA review. OPR's technical advisory offers informal guidance on the steps that lead agencies should take to address climate changes in their CEQA documents, in the absence of statewide thresholds. OPR will develop, and the California Resources Agency will certify and adopt amendments to the CEQA guidelines on or before January 1, 2010, pursuant to Senate Bill 97.

The informal guidelines in OPR's technical advisory provide the basis for determining proposed project's contribution of greenhouse gas emissions and the project's contribution to global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions:

- 1) Identify and quantify the project's greenhouse gas emissions;
- 2) Assess the significance of the impact on climate change; and
- 3) If the impact is found to be significant, identify alternatives and/ or mitigation measures that would reduce the impact to less than significant levels.

The following analysis is based on OPR's recommended approach for determining a project's contribution to and impact on climate change.

Identifying and quantifying a project's greenhouse gas emissions. OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." State law defines GHG to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project, however, the GHG calculation does include emissions from CO₂, N₂O, and CH₄, as recommended by OPR. The informal guidelines also advise that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water usage and construction activities. The calculation presented below includes construction emissions in terms of CO₂²⁹, and annual CO₂-eq GHG emissions

²⁸ Governor's Office of Planning and Research, *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review*, June 19, 2008. This document is available online at the Office of Planning and Research's website at: www.opr.gov. Accessed 07/24/2008.

²⁹ Construction emissions of carbon dioxide (CO₂) were calculated based on URBEMIS 2007 9.2.4 software. Attachment 2 of the Office of Planning and Research's *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review*, (June 19, 2008) lists and describes modeling tools used to calculate greenhouse gas emissions. URBEMIS is currently the only tool identified that has the capacity to calculate a project's CO₂ emissions from construction activities. It does not, however, calculate emissions from N₂O or CH₄, nor does any other modeling tool currently available. However emissions of these compounds would be a fraction of the total greenhouse gas emissions and therefore CO₂ is used as an indicator to estimate the construction-related emissions of the proposed project.

from increased vehicular traffic, energy consumption, as well as estimated GHG emissions from solid waste disposal. While San Francisco's population and businesses are expected to increase, overall projected water demand for San Francisco in 2030 is expected to decrease from current water demand due to improvements in plumbing code requirements and additional water conservation measures implemented by the San Francisco Public Utilities Commission (SFPUC).³⁰ Given the anticipated degree of water conservation, GHG emissions associated with the transport and treatment of water usage would similarly decrease through 2030, and therefore increased GHG emissions from water usage is not expected.

The proposed project would increase the activity onsite by replacing the existing 19,000-sq.ft. grocery store and parking lot on site with a 34,000-sq.ft. grocery store with underground parking and 62 residential units. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of traffic increases (mobile sources) and residential and commercial operations associated with heating, energy use, water usage and wastewater treatment, and solid waste disposal (area sources). Construction of the proposed project would emit 1,389 tons CO₂.³¹ Direct project emissions of carbon dioxide equivalents (CO₂-eq) (including CO₂, NO_x, and CH₄ emissions) include 4,607 tons of CO₂-eq/year from transportation, and 250 tons of CO₂-eq/year from heating, for a total of 4,857 tons of CO₂-eq/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 299 tons of CO₂-eq/year) and from anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 88 tons of CO₂-eq/year), for a GHG emissions total of approximately 5,244 tons of CO₂-eq/year. Construction emissions represent approximately 0.0016 percent of Bay Area GHGs emitted in 2002, and annual emissions represent approximately 0.0061 percent of total Bay Area GHGs emitted in 2002.³²

Assessing the significance of the impact on climate change. The project's incremental increases in GHG emissions associated with construction, traffic increases and residential/commercial heating, electricity use, and solid waste disposal would contribute to regional and global increases in GHG emissions and associated climate change effects.

OPR encourages public agencies to adopt thresholds of significance, but notes that public agencies are not required to do so. Until a statewide threshold has been adopted, the Department analyzes a proposed project's contribution to climate change against the following significance criteria:

- 1) Does the project conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006), such that the project's GHG emissions would result in a substantial contribution to global climate change. AND

³⁰ The San Francisco Public Utilities Commission's (SFPUC) *City and County of San Francisco Retail Water Demands and Conservation Potential*, November 2004, documents the current and projected water demand given population and housing projections from Citywide Planning. This document is available at the SFPUC's website at: http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/165/C_ID/2281. Accessed 07/28/2008. The analysis provides projections of future (2030) water demand given anticipated water conservation measures from plumbing code changes, measures the SFPUC currently implements, and other measures the SFPUC anticipates on implementing. Conservation measures the SFPUC currently implements results in an overall reduction of 0.64 million gallons of water per day (mgd).

³¹ Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

³² The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2002 at approximately 85 million CO₂-eq tons. Bay Area 2002 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the bay area.

- 2) Does the proposed project conflict with San Francisco's Climate Action Plan such that it would impede implementation of the local greenhouse gas reduction goals established by San Francisco's Greenhouse Gas Reduction Ordinance.

The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007 is approximately 427 MMTCO₂-eq. The proposed project's annual contribution would be 0.0011% of this total 2020 emissions limit, and therefore the proposed project would not generate sufficient emissions of GHGs to contribute considerably to the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32, nor would the proposed project conflict with San Francisco's local actions to reduce GHG emissions.

OPR's guidance states that, "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project." And, "In determining whether a proposed project's emissions are cumulatively considerable, the lead agency must consider the impact of the project when viewed in connection with the effects of "past, current and probable future projects."

As discussed previously, San Francisco has been actively pursuing cleaner energy, transportation and solid waste policies. In an independent review of San Francisco's community wide emissions it was reported that San Francisco has achieved a 5% reduction in communitywide greenhouse gas emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7% below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation sources and from building energy sources.

Probable future greenhouse gas reductions will be realized by implementation of San Francisco's recently approved Green Building Ordinance. Additionally, the recommendations outlined in the Draft AB 32 Scoping Plan will likely realize major reductions in vehicle emissions.

Further, the State of California Attorney General's office has compiled a list of greenhouse gas reduction measures that could be applied to a diverse range of projects.³³ The proposed project would meet the intent of many of the greenhouse gas reduction measures identified by the Attorney General's office: (1) As infill development, the project would be constructed in an urban area with good transit access, reducing vehicle trips and vehicle miles traveled, and therefore the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco;³⁴ (2) As new construction, the proposed project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as reduce

³³ State of California, Department of Justice, "The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level." Updated 3/11/08. Available at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf. Accessed April 11, 2008.

³⁴ The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies infill development as yielding a "high" emissions reduction score (between 3-30%). This paper is available online at: <http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf>. Accessed April 15, 2008.

the project's contribution to cumulative regional GHG emissions; (3) the proposed project would also be required to comply with the Construction Demolition and Debris Recovery Ordinance (Ordinance No. 27-06), requiring at least 65% of all construction and demolition material to be diverted from landfills; and (4) the proposed project would preserve the three existing street trees and plant additional street trees, regulating outdoor temperatures and aiding in carbon sequestration.³⁵

Given that: (1) the proposed project would not contribute significantly to global climate change such that it would impede the State's ability to meet its greenhouse gas reduction targets under AB 32, or impede San Francisco's ability to meet its greenhouse gas reduction targets under the Greenhouse Gas Reduction Ordinance; (2) San Francisco has implemented programs to reduce greenhouse gas emissions specific to new construction and renovations of residential and commercial developments; (3) San Francisco's sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels, and (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change, the proposed project would not contribute significantly, either individually or cumulatively, to global climate change.

Page 104 of the DEIR, paragraph 2, will be corrected as follows:

The proposed project would cast a shadow on the Alvord Lake area of Golden Gate Park that would block less than one half percent of the approximately 6,396,514 square foot hours of available morning sunlight on ~~June 21~~ December 21 from approximately 6:45 a.m. to no later than about 10:00 a.m. (see Figures 15 and 16 on the following pages). ~~June 21~~ December 21 is the day of the year that would represent the greatest potential shadow effect.

³⁵ Carbon sequestration is the capture and long-term storage of carbon dioxide before it is emitted into the atmosphere.

APPENDICES:

- 1. Comment Letters**
- 2. Transcript of DEIR Public Hearing**

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Appendix 1: COMMENT LETTERS

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City and County of San Francisco
Recreation and Park Department

McLaren Lodge in Golden Gate Park

501 Sanyan Street, San Francisco, CA 94117

TEL: 415.831.2700 FAX: 415.831.2094 WEB: <http://park.sfgov.org>

March 10, 2008

City Planning Department
Major Environmental Analysis Division
Bill Wycko, Acting Environmental Review Officer
1650 Mission Street, Fourth Floor
San Francisco, CA 94103

Dear Mr. Wycko:

Thank you for the opportunity to review and comment on the 690 Sanyan Street Mixed Residential Project Draft Environmental Impact Report (DEIR). The Department has reviewed the document and would like to raise concerns pertaining to transportation, recreation, circulation, construction and air quality.

General Comment

The project would add new users to the The Haight Street/Sanyan Street entrance which is considered a major pedestrian entry to the park. The existing design of paths and turf is designed for circulation of the area, but the space has become a social gathering area. The areas landscape suffers from overuse which has caused turf problems, erosion, litter, and generally a run down appearance.

The project should add improvement measures in offset the physical deterioration of this area of the park. The Golden Gate Park Master Plan includes recommendations such as exploring additional paved areas, controlling circulation with barriers between paths and turf areas, and reestablishing Alvarado Lake as the areas focal point. We would be happy to discuss these possibilities in more detail with you or your staff at your earliest convenience.

Section III, Bicycle Impacts, Page 81


The project would add new bicycle trips to the project site. Pedestrian and vehicle congestion, compounded by a heavily signalized area and absence of bicycles lanes on Sanyan Street, may result in more cyclists using Golden Gate Park for shortcuts and consequently, the potential for more bicycle/pedestrian conflicts. The DEIR should include analysis on the potential for an increase in conflicts; if the analysis finds that the project would have a significant effect on bicycle or pedestrian circulation, the project should include mitigations to reduce or avoid this effect on the park.

Section III, Operational Effects - Air Quality

The Air Quality Section should include the proposed signal at Page and Sanyan Streets in the analysis, and in particular daily estimated daily emissions and estimated intersection carbon monoxide concentrations.

Section III, Transportation, Page 84

Temporary parking in Kezar parking would require a temporary minor encroachment permit and review by the San Francisco Recreation and Park Department Planning Division. We also request that the project sponsor submit the construction staging plan for our review and comment, and general notification prior to construction.


Mayor Gavin Newsom
General Manager, Board of Supervisors

- This Section lacks analysis of the projects effects on transportation and parking related to Sunday (and possibly Saturday) park road closures in Golden Gate Park.

If you should have any further questions regarding these comments please feel free to contact me at (415) 831-2742.

Sincerely,



Daniel LaPorte
Park Planner

c: Davn Kantlanathas

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6.12

6.13

FEB 26 08 04:00P

Ted Loewenberg

415-252-1550

P. 3

pamphlets to city residents to show them the various options drivers have to getting onto Stanyan St. in a northbound direction, so as to minimize traffic congestion, especially shortly after opening of the grocery.

The other option is to explore the possibility of a left turn lane from southbound Stanyan into the garage, between Page and the parking entrance. While not as safe, it may provide a feasible means of minimizing vehicle congestion in the area.

Which of these solutions is best should be based upon safety (collision avoidance), and minimizing the environmental impact (the time a motor runs) to get shoppers into the garage.

4. Public parking in the Whole Foods area of the garage should be limited to customers of the grocery, or those willing to pay a retail price for use of the garage. This can be accomplished with an entry ticket that can be validated with a minimum purchase, and payment machines (such as those employed in several downtown garages). The garage should be closed with all cars gone during non-store hours, as the use of the parking spaces creates an expensive insurance and liability issue for the retailer in addition to maintenance, cleaning and public safety concerns. Ample lot parking is available near-by at Beulah and Stanyan.

5. The EIR is quite thorough and well thought out. The analysis demonstrates a deep understanding of all the environmental factors, and properly concludes that the housing / grocery retail project as planned will in fact have a less than significant impact on the environment of the Haight-Ashbury neighborhood.

For these reasons, HMA urges the Planning Commission to accept the EIR for 650 Stanyan St. substantially as is. Furthermore, we urge the Commission to authorize the necessary permits to begin work on the project as soon as possible. The Haight-Ashbury, Inner Sunset, North of Panhandle and Cole Valley neighborhoods want to make use of a full service grocery at the corner of Haight and Stanyan at the earliest opportunity. The Planning Commission's approval is essential to turning those plans into reality.

Sincerely,

Lorraine Lucas
Secretary

Ted Loewenberg
Treasurer

Joan Boyd
Resident Chair

Kent Uyehara
Merchant Chair

Planned to be signed by Ted Loewenberg

03/06/2008 6:11 PM

To Sarah B. Jones

From: Ted Loewenberg

Dear Mrs. Jones

6 March 2008

The Haight Ashbury Improvement Association participated in the public comment session at the last Planning Commission hearing. As a result of certain comments, we wish to make it clear with this letter that various concerns were raised which were irrelevant or misleading in their nature. Those items, specifically, were:

1. A commissioner alluded to the impact of tour buses on Haight Street, as lacking in the traffic flow analysis. There is no such problem. Tour buses have been banned from Haight Street for a couple of decades, precisely because they unnecessarily added to the pollution from exhaust fumes as they meandered down street to permit the tourists to gawk at the locals. In short, concerns about tour buses are baseless. 7.10
2. Another commissioner alluded to the impact of traffic at the project site by those people going to the re-opened Academy of Sciences, in the concourse at Golden Gate Park. Everyone in the Haight knows that vehicles destined for the new museum will not use Haight St. at Stanyan to get there. From the east, drivers will utilize Fell St., and return on Oak. From the south, they come primarily via 19th Avenue, and from the north, by way of Park Presidio. Certainly, an EIR for the Academy was done to document those access paths. There will be those who go to the Academy by public transportation, which should have no additional traffic impact on the corner of Haight and Stanyan. Those buses run on a schedule, whether they are filled or not. 6.11
3. Commissioners discussed the validity of a traffic study conducted in the November / December timeframe. HMA has many members who have lived in the vicinity of the project for more than 20 years. HMA feels that traffic in the area around 650 Stanyan St. is in fact quite constant in volume throughout the year. The holidays at year's end if anything represent a high water of activity at that intersection, and is as good a measure of it as any other time of the year. Also, as the study was conducted after October, 2007, a temporary parking lot using the old Cala site was opened and cars were circulating to and from that intersection, not unlike what might be expected with an open market and 62 units of housing. 6.1
4. Several neighbors on Page St. commented that they live directly behind the project site, and would suffer numerous ill effects. Not to detract from their concerns about the issues the raised, with the exception of one, those claims to live "directly behind the project site" are simply false. Addresses less than 1940 Page St. are not directly behind the project. The woman whose Japanese garden will not see the light of day in fact resides about 150 feet east of the project. Shadows from the new building will not be permanent, as described by one man, but rather falling into dormant backyards during the 8 weeks of the short winter days (December to late January). The EIR pointed this out with supporting drawings in the shadow study. 8.3
5. Finally, we fail to understand why the EIR was criticized for not have diagrams showing how pedestrians walk about the area, with reference to the park entrance, getting into the store, etc. The presence of a new multi-function structure at Haight and Stanyan will not create pedestrian traffic bottlenecks, backing up people on foot for blocks around. People have used sidewalks there for decades to navigate the way into the park, into local shops and into the old Cala, without problem. If anything, having the main entrance to Whole Foods Market at the corner of Haight and Stanyan will reduce the incidents of people crossing Haight St. from the McDonald's driveway (from the south) into the front of the Cala store in the middle of the block. That is, the project represents an improvement in safety. If the person making that comment had read the

6.2

EIR when it came out on 19 January, perhaps she would not have been making such wild, baseless accusations at the public hearing.

Sincerely,

Ted Loewenberg

Treasurer

Haight Ashbury Improvement Association

tedlsf@sbglobal.net

6.2

SUE C. HESTOR
Attorney at Law
870 Market Street, Suite 1120 • San Francisco, CA 94102
(415) 362-2778 • FAX (415) 362-8048

March 10, 2008

Sarah Jones
Planning Department
1650 Mission Street 4th fl
San Francisco CA 94103

RE: 690 Stanyan Street DEIR - 2006.0460E

Dear Ms. Jones:

This supplements my verbal comments on behalf of the Haight Ashbury Neighborhood Council which were given at the DEIR hearing on February 28.

There is a serious lack of decent graphics throughout the DEIR. Because they are lacking, both the readers - particularly those unfamiliar with the immediate area - and the consultants drafting the DEIR can easily miss issues that would otherwise be triggered if such graphics were provided. The comments submitted by HANC members have already directed attention to issues such as the failure to show the location of the fire station and St. Mary's hospital which generate many emergency trips on Stanyan past this site, but which are ignored in the DEIR (see p. 30 map). Also, a decent graphic showing traffic lanes and turning patterns from this project (as well as existing double parking patterns) would have focused attention on the significant number of children who use the Boys and Girls Club on Page near Stanyan.

A graphic is needed to show how this project will "sit" in its block in relation to the housing to its north and northeast and east on Stanyan, Page and Shrader. The only attempt to provide ANY such information is in the shadow graphics which are themselves difficult to read. At a bare minimum there should be a "Sanborn" - type graphic of the ENTIRE block with the proposed project dimensions shown. This could help explain how the project will be seen - it's looming effect - on houses and their yards to the rear on Page Street.

The EIR should include a map showing the zoning categories and height districts. It is hard to understand in its current form.

Golden Gate Park is a major part of the context of this site. Please provide a map of the eastern part of the park showing footpaths, bike paths, and major features. Plus connecting sidewalks and bike routes. Specifically include the children's playground and the Academy of Science (also the DeYoung) at a minimum. Both people living in this area, and those who ride Muni to Stanyan, walk or bike into the park from this immediate area. The area to the north at the Panhandle is extremely intense with traffic, so area is a "calmer" entrance into the park. The map at p. 30 is greatly insufficient.

The discussion of building heights at p. 31 only partially explains building height. How tall is it (perhaps this needs to be discussed at various points) relative to houses on Page in the rear. The DEIR acknowledges the slope on Haight without mentioning how the height will be perceived to houses which

12.6

2.1

face this in the rear. Please inform how many feet the building height will increase from what is currently there.

2.1

Most of the open space for the housing will be provided on the roof – which will get winds off Golden Gate Park. Please discuss the climate (wind, shadows and FOG) on that open space, what times of the year will it be usable (in terms of climate)? In other words how USABLE is that open space in the real world?

8.1

The graphics show this site in all kinds of configurations. On page 30 it is rectangular with the narrow end on Haight. On page 53, ditto. On page 66, the narrow end is on Stanyan. None of these maps represent the actual shape of the site – which like Golden Gate Park has a "panhandle." See page 32 et seq.

12.7

Shouldn't Ground Floor plan on p. 33 show a residential entrance and garbage room at SE corner of Haight (per p. 37 text)? Will garbage trucks load residential garbage from this location? What effect on Minn?

Page 35 – rendering shows roof structure in the middle of the building that is substantially over 50'7." Presumably that is some sort of windscreen. What is the height at the top of the structure on the roof?

Given the lack of a map showing height districts it is difficult to understand elevations, e.g. p. 35.

12.6

Page 38 – sponsor has goal of maximum number of parking spaces under the Code. Is this the CITY'S goal for an area which has both terrific transit AND a context where parking (and more importantly the traffic associated with the parking) can have serious adverse impacts on City resources, e.g. Golden Gate Park? 134 spaces are required for the proposed program, but this project provides 181 spaces, 35% more than necessary. Why, for an area with excellent transit? What is the current ratio of cars to residents or cars to housing units in the Haight?

6.12

Page 39 notes that an APPLICATION for the project was filed 4/23/06, but an initial study not published until 7/7/07. The latter date was nearly a year after the cut-off date (7/18/06) for the increased inclusionary housing requirement. At what stage was this project's EIR in July 2006?

2.6

It is difficult to understand why an environmental evaluation which started nearly 2 years ago couldn't measure "transportation" impacts when there were activities and warm weather in Golden Gate Park, but only measured 2 days between Thanksgiving and Christmas when the weather is at its worst and the Park has relatively few users.

6.1 / 12.7

Project setting at p. 40 needs substantial beefing up. Golden Gate park is a venue – particularly when it is warm and in the summer (not the same thing) – for concerts, "runs," outdoor theater, music performances and festivals, and food fests. Please get a list BY DATE AND ESTIMATED NUMBER OF ATTENDEES for events that have occurred in the past 3 years, or since whenever this site was acquired by the developer. There is a police station 2 blocks away in the Park (also missing from the p.30 map) that probably has information on congestion problems associated with those events. Parking and Traffic may also have information on how traffic and congestion problems are managed for events. Talk to them and illuminate us.

6.4

Page 41 recites that there is a bicycle shop on Stanyan. Yet there are bicycle and skateboard businesses in this area because there is a network of bicycle routes and skateboard places in this immediate area.

2.1/6.2

Please discuss the active recreation that goes on all around this site and how it may be impacted by traffic which will be generated, and queues for the garage.

There should be a decent description of how Whinc Earth will operate. Hours of operation. Hours of deliveries. What will unload on Haight? What hours? What will unload from Stanyan? Hours of operation? Hours of which will be sold? What steps will be taken to keep employees from driving and parking on the street? Will they be given Fast Passes? How much of the work force will be hired from the immediate neighborhood? Will they be able to afford housing in this area on the wages they will be paid? How much will be part-time? This information would help the reader determine whether the EIR gives all necessary information.

6.2

Also please provide information on the usage patterns of the bars, restaurants and other eating/drinking establishments in this area of the Haight. There is a significant demand for parking for these businesses in the late evening. What conflicts re traffic and parking should be expected?

The discussion of General Plan policies is extremely lopsided and reads as though these were the policies the DEVELOPER wanted to discuss. Why no discussion/analysis of Recreation and Open Space element? Why no (real) discussion of policies re affordable housing?

6.11

Page 49 discussion of disruption of the established community basically ignores this setting next to the major entrance to Golden Gate Park. That is a community.

3.1

There is no "flexibility in height measurement authorized through the PUD process." PUDs very specifically allow flexibility in everything EXCEPT height. 304(d)(6). Rerword this please. Minor deviations in measurement are in 260 and 261.

Transportation study

You have multiple comments from HANC members, and from this letter, regarding how the dates used to measure traffic were WRONG dates. The only appropriate dates are when there is activity in the park, and that happens when the weather is decent and people want to use the park. The end of November and December is exactly the opposite. A new study must be done. Please also include the impacts of the soon-to-be-reopened Academy of Science and of usage of the Children's Playground. A SUNDAY should be included because of the closure of JFK Drive.

6.1

Please obtain accident reports from the City regarding incidents involving cars, cars and bicycles, cars and pedestrians for the area around this site. The area should go at least to Frederick and Fell. There is heavy traffic in the Stanyan corridor and there are both misses and near-misses on a regular basis.

6.2

A map, such as the one on p. 66, should CLEARLY show turning motions, and if they are "wide" vehicles which use more than one lane. A map should provide the same information for trucks that will be delivering to the market. Particularly if they have to make left turns across traffic lanes. The placement of the "bus stop" but at the end of Waller hides the fact that Waller Street is NOT an entrance/exist to the park. A person unfamiliar with that location, who looks at that map, could easily "see" Waller as an entrance to the Park.

6.10

The overall discussion of pedestrian setting and impacts (p. 68 & 78) is very weak. This is an area where people, including parents with children, pour through on their way to the Park. Again, crosswalks must be shown along with pedestrian paths in the park marked clearly so that the flow of people through

6.2

this area can be visualized by the reader. This will be visible in an evaluation when there is ACTIVITY and warm weather in the Park. Please remember to factor into this discussion the substantial on-street landing proposed to occur on Haight Street. This will of necessity have to cross the sidewalk.

The shadow analysis has extremely hard to read graphics. The scale is much too tiny – and the colors too weird – to show the real world impacts on housing on Page Street. There are no shadows at any time on the 50% of the map that includes Golden Gate Park. Please redo these graphics to make them informative. Include a shadow study on the on-site open space.

Growth Inducement analysis should include the employees of this site – and the affordable housing demand from the market rate units (see recent Rech Hausrath study) so that the unmet need for affordable units generated by the project is set out as a Growth Inducing impact. The "current strong demand for housing" is a demand for housing AFFORDABLE to the work force. Which will basically not be created. Some residents of this housing will probably be reverse commuters because they will have the income able to afford these prices AND access via Oak Street to a freeway ramp and thereby to Silicon Valley. Justify the DEIR claim that it will "reduce commuting."

Project alternative

Please analyze an alternative which has the minimum amount of parking required for this site and a design which steps back in the rear so that shadow impacts are reduced for housing to the north on Page Street.

Environmentally sensitive design is more than just this project. To the extent that the project (a) encourages more auto trips than necessary, it is not environmentally sensitive. To the extent that it reduces sunlight (passive solar) in adjacent houses – and thereby increases their demand for fossil fuels for heating, it is not environmentally sensitive.

We request an alternative design which reduces the mass of the building and eliminates at least 50 parking spaces for the grocery store.

Two additional mitigation measures

A mitigation measure that should be explored is ban on Residential Parking permits for the occupants of this building. If parking impacts from this project are such that it becomes necessary to expand the Residential Parking area south of the Panhandle, this project should be required to pay the costs of Residential Parking permits for those residents who would have to buy permits.

Respectfully submitted,

Sue C. Hestor

Cc: HANC

HAIGHT ASHBURY NEIGHBORHOOD COUNCIL

March 9, 2008

Pr Ra
President
Karen Monheim
Vice President
Max Dobman
Corresponding Secretary

Bruce Wolfe
Recording Secretary
Karen Franklin
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Susan Leblum
Larry Ferguson
Teri Wabum
Holly Edson
Andy Pugh
Recycling Center Manager

Mr. Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko,

RG: Comments Concerning 690 Stanyan Street Draft Environmental Impact Report (DEIR), Case No. 2006.0460E

Thank you for the opportunity to provide comments on the 690 Stanyan Street DEIR. The Haight Ashbury Neighbor Council, HANC as the oldest neighborhood association representative of the Haight-Ashbury Neighborhood (over 45 years), has a wealth of knowledge and experience pertaining to this great and diverse neighborhood.

And because of this vast knowledge and experience, we are quite concerned about the accuracy, adequacy, and the reliability of the Draft Environmental Impact Report of 690 Stanyan Street. Our primary concerns relate to the Transportation Study, dated January 3, 2008, that was prepared by LCW Consulting. Based on this Transportation Study, the DEIR on Page 84 concludes that "the proposed project would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian or bicycle conditions."

However, this conclusion of the DEIR is based on a materially flawed and defective Transportation Study that fails to consider crucial issues. These issues determine the actual traffic patterns that exist not just during narrow points in time, but during the entire year. The Transportation Study also fails to mention numerous significant contributors to the traffic patterns that a holistic and complete study must consider. These flaws, if not addressed, would pave the way for a development that not only creates traffic snarls, but also the greater likelihood of serious traffic accidents and injuries, especially at the key intersection of Haight and Stanyan Streets.

First, there is an intrinsic seasonal bias in the traffic sampling methodology used by LCW Consulting that is especially pronounced given the nature of the location of the subject as the "Gateway to Golden Gate Park", an internationally known destination. In particular, the two days selected for the Traffic Study were November 30 and December 2, 2006 (between Thanksgiving and Christmas). This "point-in-time" data sampling methodology is seriously and materially biased – by accident or design – it selects the time-period when the fewest cars, bicyclists, and pedestrians would be counted.

For instance, the point-in-time selected is one which has the fewest Golden Gate Park picknickers, the fewest tourists, the fewest park events, and unfavorable weather conditions for outdoor events. During the spring and summer months of each year there are multiple events held at the end of Golden Gate Park, as well as Kesar Stadium and Pavillion, and Sharon Studio. In fact, the eastern end of the Park averages 2 to 3 major events per month during those 6 to 7 months, (e.g. Bay to Breakers, Run to the Far Side, AIDS Walk, Breast Cancer Awareness, San Francisco Marathon, Opera in the Park, Ala Carte Aln Park, Hardy Strictly Bluegrass, Far Tire, and Reggae in the Park)

Furthermore there is no mention of Saturday and Sunday closure of JFK and the re-opening of the California Academy of Sciences in September 2008.

The significant and material underestimation of the traffic and pedestrian trip generation counts colors every other piece of data that is derived from this, and thus, calls into question the reliability of the Transportation Study itself and the DEIR informed by it.

The Traffic Study is also incomplete and inadequate in its failure to discuss the key role Stanyan Street plays as a major traffic thoroughfare. For instance, it does not identify key emergency service locations in materially close proximity to the site. For example, there is a Fire Station and Grattan whose vehicles travel on Stanyan Street to go in a North bound direction, and there is the St. Mary's Hospital Emergency Room at Stanyan Street and Fulton and ambulances use Stanyan Street to get there.

The Traffic Study does not mention that cars use Stanyan in the Southbound direction as a major thoroughfare to get to Parnassus Avenue (UCF is nearby) and 17th Street. While driving Southbound on Stanyan at peak use times, cars need to get into the right lane to avoid the back up at Haight Street resulting from cars turning left from Stanyan onto Haight at the intersection of Stanyan/Haight. These Southbound Stanyan drivers then need to get into the left lane in order remain on Stanyan to get into their destinations since the right lane itself turns onto Frederick Street.

Nor does the EIR address the issue one truck bay proposed for the 690 Stanyan project to accommodate the sixty foot trucks for the supermarket. The draft EIR states that in order to use the loading dock, the truck would need to cross over lanes of traffic then backup. The report does not adequately address how the project will mitigate this impact on MUDNI and emergency services and the general traffic on Stanyan Street.

In addition, the 1900 block of Page Street is also the home of a Boys and Girls Club. During peak use hours of this youth organization, parents or guardians use Page Street as a loading zone for children. Currently there is no loading zone for the Club. Often, cars are double parked on the north side of the street causing congestion. DPT is called frequently to mitigate congestion and neighborhood frustration related to this loading/double parking. www.chaosondpage.com clearly illustrates this current almost daily traffic issue. This was not discussed in the EIR.

Unless the Transportation Study is redone to address the concerns above, the DEIR itself will be unreliable and therefore, the proposed project should NOT be approved. It is simply unacceptable to base an EIR on flawed data and on an analysis that takes pieces of a puzzle (but not all the pieces), but does not consider the seasonal, holistic context and implications. Our public safety is at stake here, so please consider this carefully.

Also not mentioned:

- The shadow analysis and mitigation to address shading of private property by terracing the proposed project.
 - Our fragile waste water system is aging and in need of a huge overhaul. The report does not address how the new project would impact our pipes. A huge store and 60 plus residences would certainly require a huge increase of service compared to the old site.
- I don't think the DEIR has adequately addressed these issues. I urge your office to look at this project and re-evaluate the environmental impact of this project before issuing a final report

Sincerely,

PI Ra, Board President

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Mr. Bill Wyco
Acting Environmental Review officer
San Francisco Planning Department,
1650 Mission Street,
Suite 400
San Francisco, CA 9410
8 March 2008
Via e-mail
RE: 690 Stanyan Street DEIR , Case No: 2006.0460E

Dear Mr. Wyco:

The following constitutes a continuation of my remarks given at the February 28th hearing on the incompleteness of the Draft EIR for this project.

1. Failure of the DEIR to objectively and completely address the parking impacts of the proposed project and its failure to address conflicts with public transit and pedestrians.

The DEIR is incomplete because it sets as its traffic study period a time when pedestrian and traffic are unusually low, thus dramatically underestimating the parking garage impacts. By making the traffic study in the winter the high volume of pedestrian and automobile common in the summer months at the site were missed.

Second, the DEIR fails to address the proximity to the proposed site of large, public gatherings in the eastern portion of Golden Gate Park such as the Bluegrass Festival, Alameda in the Park and Opera in the Park nor the final construction of the Academy of Science building less than a mile due east of the site. Nor does the DEIR even mention let alone analyze the Stanyan street pedestrian entrance to Golden Gate Park and the large number of families with children which enters the park at the projects corner to access the Children Playground also less than a mile from the site.

The DEIR also fails to conduct a discussion on conflicts at peak AM and PM transit commute functions on the impact of turning actions into the underground parking lot at Stanyan streets.

The DEIR should be amended with a new traffic study done in the summer months which takes specific attention to transit, traffic and pedestrian conflicts with the proposed parking garage. Also specific data should be provided on the location of the curb parking spaces for the trucks and an illustration of the turning movement of these trucks into the garage, noting which lanes will be blocked by that movement.

Finally, the traffic study needed to be amended to take into account the recently announced increased 71 bus runs past the site.

2. The DEIR fails to completely address existing and recently changed public policy and its relationship to the proposed project.

The DEIR fails to completely address the public policy objectives of the Haight Street Neighborhood Commercial District and its emphasis on neighborhood serving retail, small commercial sites and "walk to" uses. The DEIR fails to include the fact that the developer is proposing to sell alcohol 24 hours a day in counter distinction to the NCD's stated objectives. The proposed project size and off street parking runs counter to the established policy of the NCD and is not mentioned in the DEIR. This oversight needed to be corrected or the objectivity of the study is undermined.

Also, the fundamental change in the City Charters parking policy and the enhanced role of the MTA in evaluating new private parking garages created by the passage of Proposition A in November of 2007 needs to be added to the DEIR. Specifically, the application of Sec 8A, 102, 8 needs to be discussed as it seems, on its face, to require some consideration of the dramatic expansion of off street parking on this site (from 42 spaces to 180 spaces or some 400% increase).

Clearly, the new public policy of Proposition A needs to modify the statement made on page 70:

"San Francisco does not consider parking supply as a part of the permanent physical environment".

Since it now seems clear that such parking "supply" is now considered a part of the "permanent physical environment". The DEIR needs to be amended with a discussion of the impacts of the amendment of the Charter with the passage of Proposition A, including how the MTA is to be given, "exclusive authority to adopt regulations limiting parking..." in regards to this project and its 400% increase in off street parking capacity along two transit streets.

Thanking you for your attention to these matters,

Sincerely,

Calvin Welch
Haight-Ashbury Neighborhood Council

March 8, 2008

To:
Christina R. Olague
Michael J. Antonini
M. Sue Lee
William L. Lee
Kathrin Moore
Hisashi Sugaya
Re: 690 Stanyan Street Mixed Retail/Residential Project

Dear Commissioners,
We are writing to comment on the proposed Mixed Retail Residential Project on 690 Stanyan Street. The San Francisco Labor Council and San Francisco Building Trades Council represent more than 100,000 union members and their families who belong to over 150 affiliate unions. We would be supportive of a well-conceived proposal that brought decent, living-wage jobs and an adequate level of affordable housing and family housing to this community. The current application, however, falls short on numerous counts—we are writing to urge you to recommend denying the proposed permits.

Family Housing

According to the Draft Environmental Report (EIR), the developer proposes to build 26 studio units, 20 one-bedroom units, 15 two-bedroom units, and only one three-bedroom unit. Out of 62 units of housing, only 16, or 25% of this project is family housing. The population of children living in the city has dropped by more than 33 percent since 1960, and today there are just 112,000 young people under the age of 18 living in San Francisco. We believe that a major factor in the large exodus of families from San Francisco is due to the unavailability of 2 and 3 bedroom units. Mayor Newsom has said that in a city that has a reputation for being home to more dogs than children, he hopes to be able to reverse the trend of family flight.

It is up to the planning commission that to ensure that family housing is a priority in any development project moving forward.

Affordable Housing

The Draft EIR also stated that "the project sponsor would either distribute seven below market rate units through the project or pay an in lieu fee." First, the Inclusionary Housing Ordinance mandates that 15% of the housing be affordable housing. 7 units of affordable only equal 11.5% of affordable units. 9 units of BMR housing would be needed for this project. Second, as San Francisco struggles with housing affordability, we at the San Francisco Labor Council and Building Trades Council believe that the \$51-auguna Street project should be a model of how we prioritize BMR housing moving forward. At least 30% of the employees at Whole Foods should be able to buy a unit of housing at the Stanyan Street project in a city that the Mayor has put on the map as on the cutting edge of the green/environmental movement, people should work close to where they live. This reduces greenhouse gases and smog.

Shadows

Under CEQA, a project would have a significant environmental impact if it would create substantial new shadows on outdoor recreation facilities or other public areas. The Alwood Lake area of Golden Gate Park is directly across Stanyan Street from the proposed project and is 371,000 square feet. The proposed project would be 50 feet high at the Stanyan Street frontage and would be located directly east of the Golden Gate Park. This would create the potential for shadow from the new buildings to affect the park.

Golden Gate Park is a city treasure. With 13 million visitors annually, Golden Gate is the third most visited city park in America. We strongly believe that no private development should negatively impact public and open spaces if we as a city allow shadows from one private development, there could be a "slippery slope" effect in respect to shadows on public open spaces.

In addition to the shadows during the mornings, the draft EIR also leaves open the possibility that the 690 Stanyan project could expose Golden Gate Park to shadows "during the end of the day during some of the year." This could potentially be a violation of Proposition K, which was passed to protect public open spaces under the jurisdiction of

the Recreation and Park Department from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. If the Draft EIR cannot completely guarantee that this project will not subject Golden Gate Park to shadows as Proposition K mandates, we at the San Francisco Labor Council propose that the project developer mitigate this potential violation by reducing the size of the project to the original size of the Cala Foods structure.

The San Francisco Labor Council is also concerned that the proposed 690 Stanyan Street Project also casts a shadow on current homeowners' private property. While we are supportive of the projects that add to the value of our cities neighborhoods, sadly, the 690 Stanyan project decreases neighborhood property values. According to the EIR, "The proposed project would create new shadow on the rear yards of adjacent buildings on Page Street" Although this shadowing may be an undesirable change for affected individuals, it is a common and expected occurrence in the urban context in San Francisco, and it would not be considered a significant environmental effect."

Many of these affected homeowners are long-time San Francisco residents and have made an investment in San Francisco. All of the affected homeowners and property owners have been in the area longer than the proposed development. Is it o.k. for the interest of a newly proposed development to trump the interests of the long-term residents of the neighborhood? We believe that the shadow that this proposed development cast on private homeowners is a significant environmental effect. This shadow will impact residents' ability to plant flowers, grow gardens, host friends in their backyards, etc. This project negatively impacts the neighborhood's quality of life.

Fiscal Impact

As stated before, the San Francisco Labor Council believes that the proposed development negatively impacts the property values of the homes and other properties in the neighborhood. As mentioned before, the proposed shadows in the neighborhood has the potential to limit the activities that people can do on their property. This could lead to a decrease in desirability and property value in the area. With the housing downturn and the City facing a multi-million dollars shortfall, can we really suffer any further negative fiscal impacts to housing markets?

Mitigation

- As mentioned before, a mitigation solution could be to simply return the project to the original size of the Cala Foods that served the neighborhood for many years. This action would mitigate any potential negative fiscal and aesthetics impacts that this project would subject the neighborhood to.
- The project developer and future anchor tenant could provide monetary relief to effect neighbors. This solution offsets any potential decrease in property values due to the shadows.

Traffic

The Haight-Ashbury area is a very popular area that is visited by thousands of people every day. The proposed development would greatly add to the traffic and parking issues that the Haight area grapples to deal with every day.

The construction that would occur between the hours of 7:00 am-9:00 am and between 3:30 pm – 6:00 pm would coincide with peak hour traffic and would impede traffic and transit flow.

We also have serious concerns on the loading and unloading of food into the Whole Foods site. Although it has been stated that Whole Foods will not require a loading dock and will not use trucks to transport foods, we believe they will, as is the case with other locations. If Whole Foods uses trucks, then there is a potential for a severe traffic blockage on Stanyan Street, and it would block a crosswalk. This blockage would render Stanyan Street unusable for cars and pedestrians on delivery days. What is the plan to prevent the blocking of crosswalks and traffic on Stanyan Street?

The proposed project would generate a long-term residential parking demand of 75 spaces. This demand cannot be accommodated within the residential parking supply of 67 parking spaces. How will the other 8 parking spaces shortfall be absorbed? If off-street parking will absorb this shortfall, other businesses in the area will be affected by a lack of parking for their customers. If other surrounding neighborhoods will absorb this parking shortfall, then other homeowners will suffer from a lack of parking.

Overall this project as it is currently constructed is not good for the fiscal and environmental quality of life of the residents of this neighborhood and for the city as a whole. We at the San Francisco Labor Council would like to see the project sponsor commit to family housing, insuring the usability of public open space and mitigate the negative impacts on homeowners and traffic in the area. Unfortunately at this time, we cannot support this project.

Sincerely,
Chris Jackson
Research Analyst
San Francisco Labor Council
San Francisco Building Trades Council



San Francisco Bay Chapter 2530 San Pablo Av. Suite 1 Berkeley, CA 94702

March 10, 2008

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103

RE: Draft Environmental Impact Report for 690 Stanyan Street Mixed Retail/Residential Project
Planning Department Case No. 2006-0460E
State Clearinghouse No. 2007072026

Dear Mr. Wycko,

The Sierra Club wishes to thank the Planning Department for the opportunity to comment on the above referenced Draft Environmental Impact Report (DEIR). Our comments are attached for the public record.

The Sierra Club has a public record of promoting infill development that includes grocery stores and housing and densification. There are many aspects of this project that are laudable.

However, the large size of the proposed grocery store—twice the size of the existing supermarket structure and nearly the size of a "big box" store—will cause significant environmental impacts that are not adequate addressed in the DEIR.

First, our comments describe some of the deficiencies in the DEIR. This include discussions of traffic and impacts on Golden Gate Park.

Second, we point out that Alternative B greatly reduces the environmental impacts of the project and better serves the neighborhood. We believe more housing could be added to alternative B and the project would still have significantly fewer environmental impacts than the preferred project. We urge the project sponsors to consider this.

Sincerely,

Norman Laforce
Chair, Legal Committee, Sierra Club San Francisco Bay Chapter
Chair, Executive Committee, Sierra Club San Francisco Bay Chapter

Becky Evans
Chair, Sierra Club San Francisco Group
encl.



San Francisco Bay Chapter 2530 San Pablo Av., Suite 1 Berkeley, CA 94702

Sierra Club Comments to Draft Environmental Impact Report 690 Slausan Street Mixed Retail/Residential Project

Planning Department Case No. 2006-0460E
State Clearinghouse No. 2007072026

March 10, 2008

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1. Executive Summary

The Sierra Club has a record of promoting infill development and densification along major transit routes. The best infill developments are mixed-use projects that include housing and retail, including grocery stores. The proposed project is one that attempts to meet the requirements of a good infill development, and the addition of housing to the site, which currently has none, is a landable feature.

However, the large size of the proposed grocery store—twice the size of the existing supermarket structure and nearly the size of a "big box" store, with a parking garage exiting to the entrance of Golden Gate Park—will cause significant environmental impacts that are not adequately addressed in the DEIR. This comment document shows that the Draft Environmental Impact Report (DEIR) is inadequate in several ways.

In general, the DEIR fails to account for the fact that this site is at a unique location, across the street to the main eastern entrance to Golden Gate Park, a historically significant area, and adjacent to a major bicycle route into the park. This not a neighborhood park, but the jewel of San Francisco's parks system, the most heavily used park in San Francisco, with significant recreation and historic resources. The DEIR does not take into consideration the large special events that are regularly held there, and therefore underestimates the numbers of pedestrians, bicycles, and vehicles that use the area. The DEIR assumes that "peak" times are standard neighborhood peak times, and measures them in some of the lowest-use times of year for Golden Gate Park.

The DEIR also does not recognize the historically significant and nationally recognized nature of this part of Golden Gate Park, nor does it adequately discuss impacts or vistas in this area.

In summary, the proposed project has significant negative environmental impacts on Golden Gate Park and the neighborhood. The DEIR does not recognize or analyze them, and consequently, the mitigations offered do not cover them.

The DEIR Alternative B, on the other hand, does not have many of the negative impacts of the preferred alternative and better serves the neighborhood. It retains a grocery store that is the same size as the old CALA that was on the site, thus continuing the previous use. Because of this, many of the inadequacies of the DEIR regarding the proposed project don't exist for Alternative B.

The remainder of this document will describe these and other issues in detail.



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2. Transportation Impacts

The EIR's analysis of vehicle traffic, public transportation, bicycle transport, and pedestrian access and safety is inadequate in several ways. Many of the DEIR's problems stem from the fact that it does not adequately consider the unique and special location of the project site.

The Golden Gate Park Master Plan designates this area as one of only two "Major Park Entrances" on the east side of the park. One is the Haight Street/Stanyan Street entrance at Alwood Lake, across the street from the project site. The other, at John F. Kennedy Drive, is primarily an auto entrance. The Haight/Stanyan entrance thus this is the major pedestrian entrance to Golden Gate Park on the east side of the park. The park holds many large special events that feed through this entrance.

The project site is also located half a block from Page Street, a Bicycle Priority Street and designated Bicycle Route 32, which feeds into the Page Street/Stanyan bicycle entrance to Golden Gate Park. This is 1 block north of the Haight/Stanyan entrance.

In addition, the project site borders Haight Street, a major Transit-First corridor with four bus lines.

The DEIR states that the proposed project would generate about 27 truck freight and service vehicle trips per day. It says that the Whole Foods supermarket is projected to generate about five 60-foot trucks on a daily basis. It states that the project will generate an additional 298 vehicle trips per hour during the weekday p.m. peak hour and 360 vehicle trips per hour during the Saturday midday peak hour.

The environmental impacts to these increased trips are not adequately evaluated because the EIR fails to consider the unique conditions and aspects of the site. It also does not take measurements during the times when the park generates the most vehicle/bicycle/pedestrian traffic, which are the summer and early fall months on weekends.

The DEIR also underestimates the existing conditions concerning the amount of traffic, and underestimates the number of car trips generated by the project.

Therefore, the DEIR's conclusion that the proposed project would not result in a significant traffic impact is not based on adequate information or analysis. The following sections provide more details:

A. Underestimation of project-generated traffic: based on existing CALA trips

The DEIR underestimates the number of trips that the project will generate. It inaccurate compares the project to the old supermarket:



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"A credit for the vehicle trips generated by the recently discontinued Cala Foods supermarket use was applied to the total peak hour project trip generation to determine the net new vehicle trips that would be generated by the proposed project." (DEIR page 72.)

The problem with this assumption is that Cala Foods was a lower-use establishment than the proposed Whole Foods. The Cala parking lot was usually observed to be greatly underutilized. Also, the business did not generate a lot of use, was not economically viable, and was closed down.

The project supermarket will bring in more traffic than the Cala Foods, being twice the size at 34,000 square feet, close to the definition of a "big box." In addition, the Whole Foods is a magnet store, or point of destination, for the Richmond and other points surrounding the Haight neighborhood. The size of the store attests to this, as a store this size could not support itself solely on neighborhood residents. This store, which the DEIR describes as a "specialty store," is intended to serve the north side of the city, and would be the only Whole Foods in this part of the City. Whole Foods generally operates its stores as magnet stores, and subsequently tries to make them large in size.

Cala Foods, on the other hand, was not a magnet store; it was not a specialty store and did not draw customers from other parts of the city. Even at half the size of the proposed project, one could argue that the old Cala Foods was still too big for the neighborhood, since it was not heavily used.

The point here is that basing the projected trips on those of Cala Foods by using a credit, the DEIR underestimates the level of traffic generated by the Whole Foods in the proposed project.

B. Underestimation of existing conditions vehicle/pedestrian/bicycle traffic: based on low-traffic season

The DEIR underestimates the project's impact on vehicular, pedestrian, and bicycle traffic, and on the impact on pedestrian and cyclist safety, because the traffic counts used to calculate existing conditions were conducted in seasonally low-use months. This applies to pedestrians, motorized vehicles, and bicycles.

1. Pedestrians

The pedestrian count, 300-500 pedestrians per hour (DEIR page 68) for Saturday afternoon was taken in December. This is a low pedestrian-use month because it is a low park use month. The project site is across the street to the main pedestrian entrance to the east side of Golden Gate Park, which is more heavily used from April-through-October. The Saturday pedestrian count in August and September could easily be ten times the DEIR's count due to heavier use during warmer, drier, and summer weather and during frequently held large special events. (Section 2.C)

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Large special events in Golden Gate Park are rare-to-nonexistent in the month of December. The Department of Recreation and Parks document entitled *2007 Schedule of Events in Golden Gate Park* doesn't list any large events for the month of December in the entire park.

Thus, the DEIR does not adequately estimate the impact on existing pedestrian conditions.

ii) Motorized Vehicles

Similarly, the studies for intersection operating conditions and Levels of Service were conducted in November and December 2006 (DEIR, page 64). However, the highest levels of traffic at the project site are in the summer and early autumn months that are the season of large special events. (See the next section, Section 2C.)

Thus, the DEIR does not adequately estimate existing traffic conditions, and therefore does not adequately predict the impact of the project on existing traffic conditions

iii) Bicycles

The DEIR section on Bicycle Conditions (page 68) does not state when measurements for bicycle traffic were taken, or even if measures were made at all. The only mention of an actual study does not refer to counts: "During field surveys, a number of bicyclists were observed riding on Stanyan Street adjacent to the project site." (Page 69)

Furthermore, the DEIR does not report existing conditions on the adjacent Page Street, which is Bicycle Priority Street identified in the San Francisco Bicycle Plan and which is designated San Francisco Bicycle Route 32, the main bicycle artery between the Haight/Golden Gate Park neighborhood and the Civic Center.

Without stating when, or even if, bicycle counts were conducted around the project site, including Bicycle Route 32, the DEIR does not adequately describe existing bicycle conditions, and thus does not adequately judge the impact of the project on bicycles.

There are additional comments on project impacts on bicycles in Section 2H of this document.

C. No consideration of heavy pedestrian, bicycle, and vehicle traffic during frequent large events in Golden Gate Park

Another aspect of the project site is unique. This is the location of the site across the street from the portal of some of the largest special events in San Francisco, including the AIDS Walk, Comedy Day, Opera in the Park, and many others throughout the summer and fall months, or "festival season." The Golden Gate Park Master Plan designates this area as one of only two "Major Park Entrances" on the east side of the park. The other, at JFK, is primarily an auto entrance, which makes the Haight/Stanyan entrance is the major pedestrian entrance to Golden Gate Park on the east side. Page Street, fed by Bicycle Route 32, is the major bicycle entrance to the park. Both entrances are across the street from the project site.



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In its analysis of all modes of traffic, the DEIR fails to take these large public events in Golden Gate Park into the project site into account. These events regularly bring hundreds and thousands of pedestrians and cyclists into the Alwood Lake area through the entrance at Haight and Stanyan and at the bicycle entrance at Page and Stanyan, both across the street from the project site. These large events also create correspondingly large increases of vehicular traffic, which do not correspond to the peak periods used in the DEIR for analysis. The numbers reported for the DEIR for peak use are lower than the actual peak usage, which is during these events.

The location of many of these large events is Sharon Meadow, located in the park one block west of the Haight/Stanyan park entrance and the Page Street bicycle entrance (Bicycle Route 32). Event-goers get to the Haight/Stanyan park entrance from the Muni 71, 35, 7 bus lines that stop at the project site on Haight Street and by N-Judah street car stop at Stanyan and Carl. Sharon Meadow event-goers also get to the Haight/Stanyan park entrance by driving to and parking at the Kezar parking lot two blocks south on Stanyan at Beulah, and by parking in the neighborhood.

The Department of Recreation and Parks document entitled *2007 Schedule of Events in Golden Gate Park* estimates the attendance at Sharon Meadow events, including these events:

- Annual Opera in the Park (September) "10,000+ people," though the San Francisco Chronicle estimates annual attendance at up to 50,000 people.
- Annual AIDS Walk (July) 12,500 people, begins and ends in Sharon Meadow, with stage entertainment and food.
- Now at Zen (September) 12,500 people, music concert/festival
- Annual Comedy day (September) 2,500 people, entertainment
- Festival of the Chardons (August) 2,000 people, music, food

In addition to these and other Sharon Meadow events, there are also frequent special events at Kezar Stadium, which can draw crowds of up to 5000. Stanyan Street is the main auto access to Kezar Stadium, since the adjacent Kezar parking lot entrance is at Stanyan and Beulah, two blocks away from the project site. At times of heavy use, cars back up on Stanyan waiting to get in. The DEIR offers no analysis of the effect of the project on traffic at the parking lot during special events at Kezar Stadium or in Sharon Meadow. (See section 2D iii for more comments on the Kezar parking lot.)

Additionally, Golden Gate Park events outside of Sharon Meadow also bring large amounts of people on the project site area. For instance, at the end of the annual Bay to Breakers race, the Haight/Stanyan entrance is flooded with hundreds of people walking back from the end of the race. The annual Bay-to-Breakers race in May brings 50,000-75,000 people, according to the Recreation and Parks Department. Because all roads in Golden Gate Park are closed for eight hours on race day, after the event, hundreds or thousands of attendees walk to the Stanyan/Haight Street entrance of the park to their homes in the Haight, or to transit.

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The same is true for large, one-time special events located elsewhere in the park. For instance 2007's 40th Anniversary Summer of Love Concert was estimated to have 50,000 attendees, as reported in the San Francisco Chronicle, at Speedway Meadow. After the concert, the Alwood Lake area and Haight Street were flooded with people, as concertgoers sought the neighborhood as a destination.

This coming summer, a large special event called the San Francisco Music Festival (August 23-24 2008) is estimated by Recreation and Parks to bring in "35,000 - 45,000 people per day. Attendance / admission will not exceed 60,000 per day" (memo dated November 13, 2007 to Recreation and Parks Commission from Yoni Aguiar, General Manager). The event will be located at four stages in three locations in the Park (Polo Field, Speedway Meadow & Lindley Meadow). As with the Summer of Love event, this event is likely bring large numbers of people to the proposed project site area (Haight/Stanyan park entrance).

Most of these special events bring significantly more pedestrian, auto, and bicycle traffic to the Golden Gate Park across from the Project site than is acknowledged in the DEIR. The DEIR makes no mention of these large special events at Sharon Meadow or in other places in Golden Gate Park, and has no analysis of the impact of the proposed project during these high-use times. These events do not occur in November and December, when the DEIR's existing conditions studies were conducted. (See Section 2B.) Thus, the DEIR does not identify the impact of the project during these large events.

D. Transit area defined too small - impacts on nearby intersections and institutions not studied

The DEIR defines the transit impact area too narrowly, only going one or two blocks to the north, east, and south, and not going into Golden Gate Park to the west.

It cannot be said that these areas are outside the scope of the affected areas of the project, particularly when the project is meant to draw trips from out side of the neighborhood. Other EIRs, such as those for the projects in the Golden Gate Park Music Concourse, studied intersections as far away as the Stanyan/Fulton intersection, which has a very low level of service. The DEIR doesn't measure impact on the emergency room at St. Mary's, or on the Kezar parking lot two blocks away.

The following three sections are only examples of nearby impacts that are not studied. There are others as well that are, like these three, not identified in the DEIR.

1.) No study of Stanyan/Fulton intersection

Several other EIRs and city planning documents, including the EIR for the Golden Gate Park Concourse Underground Parking Facility, have identified the corner of Stanyan and Fulton as a congested area. This intersection is five blocks north of the project site. The Golden Gate Park Concourse EIR found that this intersection operates at Level of Service (LOS) D during the weekday pm peak. One reason for this is that Stanyan Street in this area is a bottleneck; that is,

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because of Golden Gate Park to the west and the Panhandle to the east, there are no north-south alternative routes for at least 6 blocks or more in each direction.

Cars traveling to and from the proposed project site and northern parts of town, such as the Richmond, must travel through the Stanyan/Fulton intersection. Thus, since the proposed project does lower the Level of Service (LOS) at other intersections, there is a good possibility that the project will lower the LOS at the Stanyan/Fulton intersection to below a Level D, which would be a significant negative environmental effect. The Planning Department considers LOS E and F to be unacceptable.

II.) No study of impact on nearby hospital emergency room

The DEIR does not analyze the effects of the project on the St. Mary's Medical Center emergency room, a vital service for the neighborhood and surrounding neighborhoods.

The DEIR states "Golden Gate Park is across Stanyan Street from the project site, but no schools, convalescent homes, or hospitals are in the immediate project vicinity."

This is a misleading statement. St. Mary's Medical Center is on Stanyan Street only four blocks north of the project site on Stanyan Street, which is on the only direct route to the project site from the north part of the city. The entrance to the hospital's emergency room is on Stanyan Street, one block south of the LOS D Stanyan/Fulton intersection described in the previous section.

Given the vital nature of this hospital located on the same street as the project site, along the major north-south conduit to the project site, the traffic impact of the project on the hospital must be studied.

III.) No study of impact on traffic Kezar parking lot on traffic, buses Kezar parking lot, located two blocks south from the project site on Stanyan at Beulah, is a heavily used parking lot. Kezar lot is used for special events (see Section 2C), by visitors to Haight Street, by UCSF employees, and by neighborhood residents. It is also the site of five City CarShare parking spaces and two Zip Car parking spaces.

The DEIR mentions several times that Project users (Whole Foods visitors) would park at Kezar, but offers no analysis of what increased use of the parking lot would do to Stanyan Street.

In fact, the DEIR recognizes that the lot operates near capacity. It says "on weekdays, the facility is about 90 percent occupied during the midday period, and 70 percent occupied in the evenings." (DEIR Page 67.) The DEIR doesn't mention when these measurements were taken. If they were taken in November and December, as with the LOS measurements, then they are underestimates (as described in Section 2C of this document).

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Currently, at times of heavy use, cars back up on Stanyan waiting to get in. The EIR offers no analysis to show if this will worsen or become more frequent, what the effect would be on traffic at the intersection of Stanyan/Benliah/Kezar entrance, and what the effect would be on the Minni 71 bus route that runs in front of the parking lot entrance.

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E. Impacts on Minni transit

Three Minni bus lines run adjacent to the project site: routes 71 and 7 on Haight Street and route 33 on Haight Street and on Stanyan Street in front of the project site. Other routes, the 43 and the 21, are within a few blocks. MTA has identified Haight Street as a major Transit-First corridor.

The increased car trips generated by the project will increase traffic, slow buses through the neighborhood, and increase bus trip times. Increased traffic can bring buses to a standstill, since Haight Street only has one lane in each direction. These increased bus trip times are not adequately evaluated or mitigated in the DEIR.

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Further, the DEIR's Improvement Measure 1 makes matters worse for buses on Haight Street by diverting some of the project-generated trips to Haight Street. The measure would restrict left hand turns on Stanyan, resulting in more traffic on other streets, including Haight.

"Vehicles traveling to the site from the north via Stanyan Street would likely use Page Street, Shrader Street and Haight Street to access Stanyan Street northbound." (DEIR page 115)

Improvement Measure 1 worsens the project impacts for Minni bus riders going through Haight Street on the way to other destinations. The DEIR doesn't adequately address this issue.

F. Impacts on traffic in Golden Gate Park

Because Golden Gate Park serves so many millions of residents and visitors annually, the City of San Francisco has sought to lessen the impact of traffic in the park. The EIR for the Golden Gate Park Concourse Underground Parking Facility discusses and analyzes this at length, for example.

6.11

However, given the close proximity of the project site to Golden Gate Park, the proposed project has the potential to increase traffic in Golden Gate Park on JFK Boulevard and on Kazar drive, which crosses over the historic Alford Lake Bridge (see Section 4.) The DEIR does not speak to the issue of generation of additional traffic within Golden Gate Park, nor does it identify mitigations and measures that could lessen the effects.

G. Traffic Noise

The DEIR does not provide analysis of traffic noise. Page 34 of initial study states:

"Based on published scientific acoustic studies, traffic volumes would need to approximately double to produce a noticeable increase in ambient noise levels in the area. The project is expected to generate approximately 298 additional p.m. peak-hour vehicle trips, and therefore

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would not double traffic volumes in the area and would not increase ambient noise levels substantially. There would be no significant impact due to an increase in traffic-related noise from the proposed project, and this topic will not be discussed in the EIR."

There are several problems with this. The first is the underestimation of project-generated traffic due to basing the estimates on the previous Cala Foods, as described in Section 2A of this document.

Another is that there are no citations for "published scientific acoustic studies." The public reading the initial study or the DEIR cannot determine if this is an accurate statement or not.

This also ignores the fact that there are published studies that show that truck traffic raises noise more than increased car traffic. The US Department of Transportation Federal Highway Administration says that one truck can create as much as ten cars.

(<http://www.fhwa.dot.gov/entourun/inf/noise.htm>)

7.8

The DEIR states that the proposed project would generate about 27 truck freight and service vehicle trips per day. It says that the Whole Foods supermarket is projected to generate about five 60-foot trucks on a daily basis. There is no discussion or analysis on the impact on ambient noise levels of this increased truck traffic.

Also, the DEIR does not discuss effect of increased ambient noise on the Alford Lake area in Golden Gate Park across the street from the project site. The Golden Gate Park Master Plan describes the "character" and "function" of the Lake Alford area as "naturalistic, reflecting" (*Golden Gate Park Master Plan*, Chapter 4 Park Landscape, page 4-21.) Increased noise from increased truck and car traffic would degrade the experience of the naturalistic, reflecting setting.

H. Inadequate analysis on impacts on Page Street as a Bicycle Priority Street

As the DEIR points out, Page Street is designated as San Francisco Bicycle Route 32, the main bicycle artery between the Haight/Golden Gate Park neighborhood and the Civic Center. Page Street is also the site of a heavily used SF Bay's and Girls Club, which brings a lot cars.

However, the DEIR's Improvement Measure 1 for the proposed project violates the San Francisco Bicycle Plan and makes conditions less safe for cyclists.

San Francisco Bicycle Plan (Chapter 6) identifies Page Street between Stanyan and Market Streets as one of the city's streets that has the "highest priority due to their importance to bicyclists." According to the Bicycle Plan, Page Street is a "Bicycle Priority Street," which is "a low traffic volume alternative where bicycles and motor vehicles can share the roadway without conflicts."

The Bicycle Plan further states "Traffic calming strategies are needed to prevent the diversion of motor vehicle traffic to the newly promulgated bicycle street."

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However, the Improvement Measure 1 (DEIR, page 17 and page 115) for the Proposed Project adds diversion of traffic onto Page Street. Rather than being an improvement, this would worsen conditions of the Page Street Bicycle Thoroughfare.

Improvement Measure 1 states on page 115:

"...left turns into and out of the garage would be restricted. Left turns would be restricted via signage, and raised centerline bumps would discourage southbound left turns into the garage and left turns from the garage onto southbound Stanyan Street. Entering and exiting traffic would be restricted to right turns only. ...Traffic destined to the south would likely use Page and Shrader Streets to Waller or Frederick Streets to access Stanyan Street southbound. Vehicles traveling to the site from the north via Stanyan Street would likely use Page Street, Shrader Street and Haight Street to access Stanyan Street northbound."

The DEIR does not offer any Improvement Measures or Mitigation Measures to mitigate the increased diversion of traffic onto the Page Street Bicycle Priority Street in violation of the Bicycle plan.

The DEIR Significance Criteria for Bicycles (page 71) says "The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas."

Yet, the DEIR concludes that the proposed project "would not result in a significant bicycle impact" (page 81), even though it would divert more traffic onto the Page Street Bicycle Priority Street without mitigation. This conclusion cannot be made, because the DEIR does not analyze the impact in bicycles of diverting traffic onto Page Street, and whether this diversion would create potentially hazardous conditions for bicyclists or substantially interfere with bicycle accessibility to the site and adjoining areas, which includes Golden Gate Park.

Based on the DEIR numbers for increased vehicle and bicycle trips, it appears that potentially hazardous conditions for bicyclists would be created and it would substantially interfere with bicycle accessibility, which means that the project is of significant environment impact. The analysis needs to occur.

Also, the undevelopment of vehicle and bicycle traffic described in Sections 2.A and 2.B of this document will also have an impact on bicycle safety and accessibility to the adjoining areas, including Golden Gate Park.

3. Shadow Cast on Golden Gate Park

The project violates Proposition K, passed by voters in 1984, which protects public parkland from shadowing by new structures. Section 295 prohibits the issuance of building permits for structures greater than 40 feet in height that would shade city parks during the period from one

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hour after sunrise to one hour before sunset. The shadow would be a significant environment impact, according to the Proposition K.

The DEIR finds that the 50-foot-tall proposed project would cast a shadow on the historic Alwood Lake area of Golden Gate Park for over three hours, between the hours of 6:45 am and 10 am on June 21 (DEIR page 10).

The DEIR concludes, however, that the shadow cast on the park by the 50-foot high project is not significant and is therefore permitted by Proposition K, and is not a significant environmental impact. It gives three justifications for these conclusions:

- Would occur only in the early morning hours before 10 a.m.
- Would affect less than 0.5 percent of the area's potential sunlight.
- The affected area is not one that is in active recreational use nor programmed for such use in the Golden Gate Park Master Plan, and therefore the use and enjoyment of the Alwood Lake area would not be substantially reduced.

All three of these justifications are either inaccurate or misleading. The following is an explanation why this is true:

A. Occurrence before 10 a.m. is not "early morning" and is within Prop K time frame
By any measure, 10 am is not the "early morning hours." Many of the park's large special events start before this time, when it is common to see hundreds of people using the area. Many other of the park's users (joggers, cyclists, etc.) are in the area of the park at this time.

Regardless of this, however, Proposition K specifically applies during the period from one hour after sunrise to one hour before sunset. 10am falls well within this specified time period.

B. The 0.5% estimate of shadow is too low

The DEIR estimation of shadowing of 0.5 percent of the area is too low. This is because the size of the area used to calculate this figure is too large. The DEIR states that the Alwood Lake area is 371,900 square feet or about 8.54 acres. This is not the case. The distinctive, historical Alwood Lake area that is the main entrance to Golden Gate Park is less than an acre in size. This means that the shadowing area is up somewhere between 4 and 5 percent.

C. The area is used for recreation, and is uniquely significant; Prop K does not require programmed recreation

The DEIR is incorrect in its statement that the area is not used for recreation. Although it is not programmed for such in the Golden Gate Park Master Plan, the Haight/Stanyan entrance to the park is a focus for recreation, a common place for recreational walkers, joggers, and cyclists.

However, Proposition K does not exempt parkland that is not programmed for recreation in a Master Plan. Proposition K is meant to prevent shadowing of many types of parkland that are not

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recreationally programmed, including designated Natural Areas, areas of significant aesthetic appeal, and areas that are historically significant or unique.

The area shaded is not a random or unused corner of a city park. The GGP Master Plan lists the Alvorad Lake and Alvorad Lake Bridge as features of Golden Gate Park. The area is uniquely and historically significant, as described in Section 4 of this comment document. This is also the major pedestrian and bicycle entrance to the east side of the park. And this is not just any park, but historic Golden Gate Park, the jewel of San Francisco's park system and model for urban parks across the country.

Shadowing of the duration and scale caused by the Preferred Project is not insignificant for such a special location, and must be eliminated, reduced, or mitigated.

4. Historic Resources and Landmarked features in the Alvorad Lake Area

The Project site is located directly across Stryan Street from the Alvorad Lake area in Golden Gate Park, which is the historic entrance to the park. Although the DEIR proposes mitigation for historic resources, this is limited to archeological monitoring (page 11). The DEIR does not provide analysis of the 125-year-old Alvorad Lake area and its nationally recognized, historically and architecturally significant pre-1906-earthquake features.

The Alvorad Lake area has two historically significant features, Alvorad Lake Bridge and Alvorad Lake. Taken together, they comprise a unique area, one of the oldest in Golden Gate Park and the western United States. The DEIR does not even mention the Alvorad Lake Bridge.

The Alvorad Lake Bridge is of national historical significance and is designated a National Civil Engineering Landmark by the American Society of Civil Engineers. The Alvorad Lake Bridge was the first steel-reinforced concrete bridge built in the United States. It was built in 1889 by Ernest L. Ransome, and is the oldest steel-reinforced bridge in the country. The bridge contains several unique original architectural features that still exist today, including a long pedestrian tunnel with artificial stalactites and a faux stone front and rear.

The Alvorad Lake Bridge is noted for its engineering, architectural, and historical significance in numerous well-known reference books and textbooks on civil engineering and architecture, including:

- *Sir Banister Fletcher's a History of Architecture* by Banister Fletcher and Dan Cruikshank (1996)
- *The Smithsonian: A Guide to Its National Public Facilities in Washington D.C.* by Charlotte L. Schar (1985)
- *America Transformed: Engineering and Technology in the Nineteenth Century* by Dean A. Herrin (2002)
- *American Building Art: The Nineteenth Century* by Carl W. Condit (1960)
- *Great American Bridges and Dams* by Donald C. Jackson (1988)

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The DEIR provides no analysis of the potential impacts on the bridge, including extra traffic driving over the bridge generated by the project, impacts on vistas, or the aesthetic compatibility of the project with the Landmark.

The other historically significant feature of the area is Alvorad Lake, which was built in 1882. Alvorad Lake was one of the first features of Golden Gate Park (according to the Golden Gate Park Master Plan, Park History, Pages 2-7 and 2-13.) It is a man-made park attraction in the style of the late 19th century. The shape of Alvorad Lake shaped is sculpted with a concrete bottom and side and contains a fountain.

Together, the Alvorad Lake and Alvorad Lake Bridge form a unique historic area of the park, designed as whole. The DEIR does not consider this significance or analyze the impacts of the project on the area.

5. Aesthetics and Vistas

The DEIR's conclusion that aesthetics and vistas are not affected are not true, given that it does not consider the historic and specially designed nature of the Alvorad Lake area. The Aesthetics discussions in the DEIR make several inaccurate statements and do not adequately address the issues of aesthetics and vistas.

First, the discussion of aesthetics ignores Golden Gate Park. DEIR Page 4 inaccurately states: "The proposed in-fill development project would be located in a densely developed urban area and would have height and bulk similar to many nearby four-story buildings."

This is an inaccurate statement because it applies only to the east side of Stryan Street. The west side of Stryan Street, across the street from the Project site, is open-space parkland for several blocks in each direction.

Additionally, but the Alvorad Lake area is a historically significant area (see Section 4), one that is not urban, and one that is designed as such. The Golden Gate Park Master Plan describes the "character" and "function" of the Lake Alvorad area as "naturalistic, reflecting "Golden Gate Park Master Plan, Chapter 4 Park Landscape, page 4-21.)

The DEIR admits that the Proposed project would alter the appearance of the entrance to the park, but says there is no vista to be affected:

"It would also be the most prominent structure from this vantage. Although the proposed project would alter the appearance of this gateway area between Golden Gate Park and the Haight Ashbury neighborhood, no scenic vista would be affected." (DEIR page 59)

This is not the case. The vista from the historic Alvorad Lake area, which has had a vista for over 100 years and is designated as having a vista, would be impacted by the "dancing house" design

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of the proposed project. (See Figures 1, 2 and 3.) The Golden Gate Park Master Plan recognizes lakes and lake settings as important view spaces. Page 4-4 states:

"In addition to the meadows, there are other open spaces that are important elements of the park's design and serve as view spaces. Other open spaces include recreation areas and fields, play areas, gardens, plazas, lakes, lake settings, and building settings. Views to and from within these spaces should be preserved and maintained as important view areas."

DEIR is inadequate in that it does not depict the vista from Alford Lake or from Alford Lake Bridge. It only provides a view of the project from the sidewalk at Haigh Street. However, the sight is clearly visible at the Lake and at Bridge, and the design would dramatically alter the aesthetics of the vista. (See attached photos.) Figure 1 shows the project site as viewed from the Alford Lake shore. Figure 2 shows the project site as shown from the side of the Lake, with the Lake in view to the right. Figure 3 shows the project side from inside of the tunnel in the historically landmarked Alford Lake Bridge.

Additionally, historical evidence shows that the Alford Lake and Bridge have had this vista since pre-1906 earthquake times. (See Figure 4 from the Bancroft Library, University of California.) The vista itself is historic.

Clearly, the project would impact these Alford Lake area vistas, which are the vistas of a historic, designed, and city-designated "naturalistic, reflective" area.

Further, the not only is the proposed building design not compatible with the vista, the building would not be similar to surrounding buildings because of its unusual design, as depicted in the EIR. The "dancing house" design out of character with neighborhood, which consists mostly of 1890's and 1890's Victorian-era buildings. The EIRs conclusion that the building design is compatible with the surroundings is inaccurate.

6. Alternative B

Alternative B Reduced Program is a superior alternative that greatly reduces many of the impacts of the Preferred Project on the neighborhood and on Golden Gate Park. It serves the neighborhood better than the Preferred Project.

The DEIR describes Alternative B, Reduced Program, as 17,200 sq ft. of supermarket space and ten residential units on the ground floor. The preferred plan supermarket is 34,000 square ft. The height is lower (39.5 feet compared to 49.5 feet) and casts less shadow on Golden Gate Park.

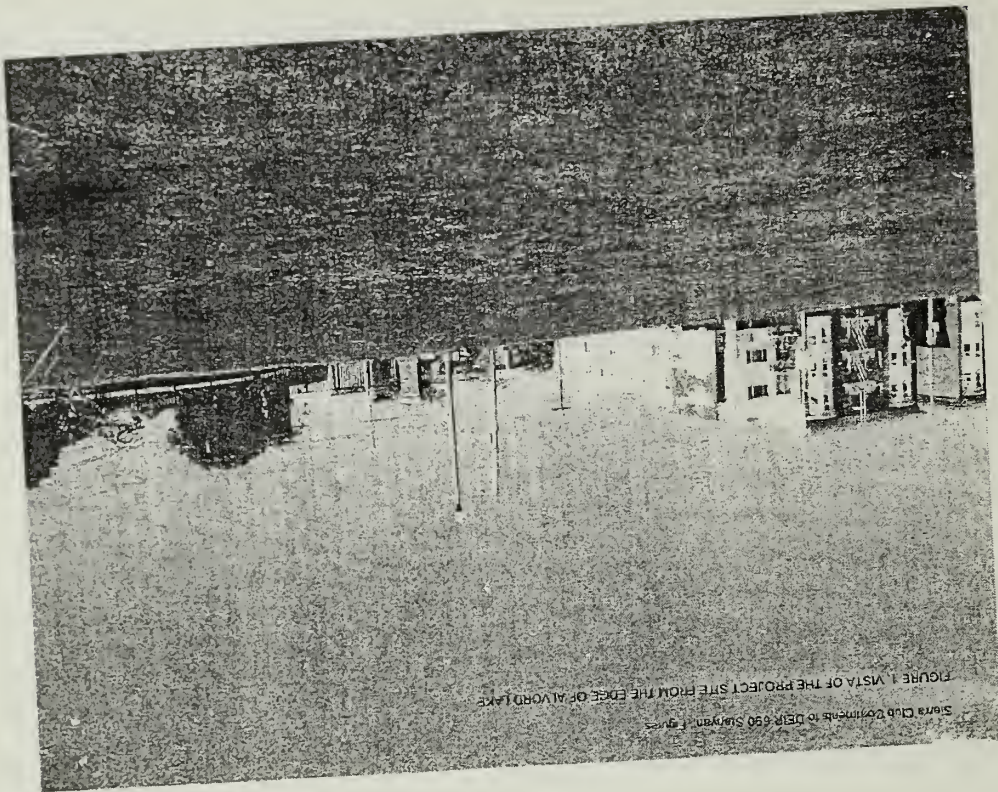
Alternative B also has few housing units, 52 units instead 62 units. The Sierra Club believes that more housing could be added to Alternative B and the project would still have fewer negative environmental impacts than the preferred alternative.

The DEIR makes a statement that is not true:



"The Reduced Program Alternative would not meet the project sponsor's objectives to construct a full-service, high-quality mixed-use supermarket-residential building in the Haigh Ashbury neighborhood because this alternative's building would be 50 percent smaller than the proposed project." (DEIR page 124.)

This is not the case, considering that the previous full-service supermarket, Cala Foods, was the same size as the Alternative B project. There is no reason to believe that a full-service supermarket supermarket needs to be twice as large as the previous market.



Sierra Club Community to Deer 650 Summit, 1900s
 FIGURE 1. VISTA OF THE PROJECT SITE FROM THE EDGE OF ALVORD LAKE

Overview of the Eastern Lake, University of California, Berkeley
 Historical photograph of the Eastern Lake, University of California, Berkeley
 Taken from Alford, At Haight St. entrance to Golden Gate Park
 San Francisco, California, University of California, Berkeley



FIGURE 4. HISTORICAL VISTA OF ALVORD LAKE AREA TOWARDS PROJECT SITE

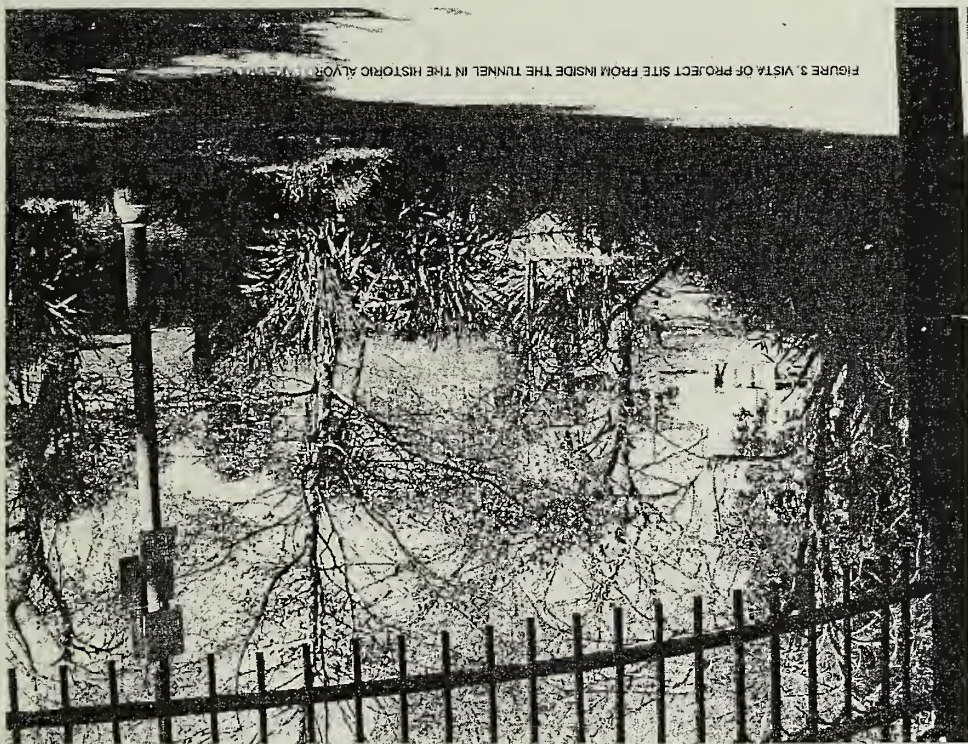


FIGURE 3. VISTA OF PROJECT SITE FROM INSIDE THE TUNNEL IN THE HISTORIC ALVOR



FIGURE 2. VISTA OF PROJECT SITE FROM INSIDE THE TUNNEL IN THE HISTORIC ALVOR

RECEIVED

MAR 04 2008

March 2, 2008

Mr. Wycko,

CITY & COUNTY OF ST.
DENNIS
PLANNING DEPARTMENT

I think it sounds like a good idea to ~~put~~ build a new building at Staryan & Haight.

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However, I do not like the description of size I heard for the proposed project. The Reduced Program Alternative sounds like a much better choice of the two.

I hope that the result will be a building that fits in nicely with the architecture & atmosphere of the neighborhood. The Haight is distinctive, ~~and~~ and this building should fit in. The pictures included in the paper make it look like the disgusting buildings I have been seeing in Oakland & Dublin. I don't know if that is relevant to this particular inquiry, but it needs to be taken into consideration

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I am also worried about the 90-foot curb cut necessary for the truck loading zone. Traffic & parking is already such a mess ~~and~~ a difficulty for this neighborhood that I can't imagine losing ~~the~~ an amount that could otherwise accommodate at least eight cars.

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So, I think that the smaller & less imposing choice is the better one. Hopefully the result will reflect feeling & character of this community.

11.1

Thank you.

Meghan Adams
3rd Cur



Dennis Adams
<dennis@mindmens.net>
02/25/2008 02:14 PM

To: <staryan.jones@sfgov.org>
cc:
bcc:
Subject: Support for Whole Foods Project, case number 2008.0460E

Dear Ms. Jones,

I live at 153 Upper Terrace in the Upper Haight, and have for 19 years. I support the Whole Foods project on Haight Street.

1.7

Thank you.

Dennis Atreque

To sarah.b.jones@sfgov.org
cc ros.mikenini@sfgov.org, hain_sl@yahoo.com
bcc
Subject Haight & Sunyan Whole Foods in jeopardy?
case#2006.0460E

David Ames
<davidpames@aol.com>
02/22/2008 01:07 PM



What is up with the HANC trying to thwart the progress of a new Whole Foods at the corner of Haight and Sunyan?? I don't know what they're "clinging" to, but this is ridiculous. This upcoming project is probably the best thing that's been proposed in the neighborhood for decades! God forbid we have a nice, clean, fabulous grocery store to replace the old Cala (not to mention the additional housing!). Would they rather have the old Cala back with a wasteful parking lot? I don't get it.

David Ames
(415) 271-2071

More new features than ever. Check out the new AOL Mail!

re: case number 2006.0460E

Dear Ms. Jones,

I was thrilled to learn that a plan to build a Whole Foods supermarket at Haight/Sunyan is in progress and am writing in support of the project, based on the findings of the environmental impact report. It appears to be a responsible project that will provide a much needed improvement to the Haight Ashbury neighborhood.

I support the proposal to construct a full-service Whole Foods supermarket at Sunyan & Haight. A full-service supermarket will not only meet the needs of the Haight Ashbury neighborhood, it will serve the residents of the panhandle, inner sunset, and nearby areas. As it is now, many of us have to drive to the supermarket, sometimes across the city, to find healthy, organic foods. We could alleviate this problem and environmental impact by having a full-service, healthy supermarket conveniently located on Sunyan street.

I am in full support of this project and appreciate the time and effort dedicated to making this an environmentally responsible project that will provide a wonderful service for the neighborhood.

Sincerely,

Kimberly Alllyn

"Kim Alllyn"
<allyn.kim@gmail.com>
02/25/2008 07:57 PM



To sarah.b.jones@sfgov.org
cc HAIN_sl@yahoo.com
bcc
Subject Support for Whole Foods

1.7


 Heather Anderson
<heather_anderson@hotmail.com>
02/27/2008 02:32 PM
To: <sarahbjones@sf.gov.org>
cc
bcc
Subject: cases number: 2006 0460E

Dear Mr. Wycko,

I am very supportive of this project in its current scope. The neighborhood needs a full-service grocery store in this location. Whole Foods will be a welcome addition. There is no reason to believe that it will impact the environment any more than Cala Foods did at this location.

Sincerely,
Heather Anderson

Need to know the score, the latest news, or you need your Hornali@-get your "fix". Check it out.

 Madhu Anand
<madhu_anand@yahoo.co.in>
03/05/2008 11:21 PM
To: sarahbjones@sf.gov.org
cc
bcc
Subject: Whole Foods draft EIR

Dear Ms. Jones,

This note is to emphasize the vital role that the Whole Foods store will play in our area. With the increasing prevalence of health issues and the need to address these with better and wholesome nutrition, we really need a grocery store in the area that address this need.

I support the draft EIR findings for the 690 Stanyan St. project, for the following listed reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Thank you for considering our views during your deliberations.

Sincerely,
Madhu Anand

Be a better friend, nowfound, and know-it-all with Yahoo! Mobile. Try it now
http://mobile.yahoo.com/;_ylt=Ahu0616288HdtDypa0Evcj9tAcJ

1.7

1.8

6.1

7.2

11.1



Karen Anderson
<karenmarleandy@yahoo.co
m>
02/25/2008 02:31 PM
To: sarah.b.jones@sfgov.org, HAJA_s@yahoo.com
cc:
bcc:
Subject: Whole Foods on Haight and Stonyan

I am all for Whole Foods in the Haight, Case # 2006.0460E, in it's
current scope. I have lived in or close by this neighborhood since moving
to San Francisco in 1964 ! I've seen a lot of changes and this would be a
change for the better and a good entrance to Golden Gate Park.
Karen Anderson

1.7

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.



"Austin Andrus"
<austin@energylequity.com>
02/25/2008 02:19 PM
To: <sarah.b.jones@sfgov.org>
cc: <HAJA_s@yahoo.com>
bcc:
Subject: case number 2006.0460E

Hi Sarah,

I am writing as a homeowner in Cole Valley to let you know how excited I am about the Whole Foods
Market that is proposed for the corner of Stonyan and Haight. Local options for grocery shopping are
Non-Existent in our neighborhood and Cole Valley / Upper Haight desperately needs a full service grocery
store. Whole Foods is a wonderful market and I do not see any downside for the project as far as parking,
traffic, air quality ect.

1.7

1.8

There was a Cala Foods in the space before and there are plenty of Whole Foods Markets throughout the
City of SF so I don't think the market will do anything other than provide the necessary amenities any good
neighborhood needs.

1.7

Please feel free to contact me should you have any questions or want to discuss the matter further.

Austin Andrus
Energi Equity Partners @
Triton Funding Group
221 Main Street, Suite 800
San Francisco, CA 94105
415-681-1183 Direct
415-681-1183 Fax
www.energylequity.com



Kristine Anthony
<kristineanthony@bcyjobell.net>
02/25/2008 01:41 PM
To: <sarah.b.jones@sfgov.org>
cc: <HATA_al@yahoo.com>
bcc:
Subject: Case number: 2006-0460E

Dear Sarah,
Please pass this email to the appropriate person's regarding the whole foods case on Sianyan.

Dear Planning Commissions/ Mr. Wyco,
I am writing you this email today to ask you to pass the 690 Sianyan St project (Whole Food Store). I am a home owner, a mother of 3 small children who are all under the age of 3 and go across town to grocery shop at Whole Foods. I would like to see our neighborhood get a grocery store that I can walk to and has great quality food that is organic.

I want to keep this email short but would like to reiterate that this neighborhood would greatly benefit to have a Whole Foods come to the 690 Sianyan site.

Thank you for your time.

Sincerely,

Kristine Anthony
170 Upper Terrace

1.7

Bill Wyco
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission St Suite 400
San Francisco CA 94103

via fax (415) 558-6409

re: 690 Sianyan Street Project

I am concerned this project will significantly increase traffic on Page Street, specially on the block between Sianyan and Shrader.

As it is now, vehicles going north on Sianyan wishing to turn right onto Oak but avoid the traffic light at Oak, turn right onto Page.

This happens for automobiles during rush hours, but also for truck and vans (specially UC Med Center vans) at all times during the day and evenings. Often there is more traffic on Page, which is essentially a residential street, that there is on Haight.

The problem is exacerbated by cars and busses double parked in front of the Boys and Girls Club (which is on Page between Sianyan and Shrader) and the lack of enforcement by DPT. Further, the many children going to and from the Club make this not only a traffic issue, but also an issue of safety for those children.

Added passenger trips to the proposed Whole Foods Market, delivery trucks to the Market and residents in the new apartments will only add to this problem.

It is essential that the City mitigate this issue by:

- prohibiting through trucks and passenger vans on Page St between Sianyan and Shrader
- enforcing parking regulations.

James Assing
James Assing
1760 Mason St
San Francisco CA 94133

February 26, 2008

copy to Mark Brennan via fax (415) 552-5761



"Richard Ault"
<Richard@richardault.com>
Sent by:
richardault@gmail.com
02/25/2008 09:16 PM

To: sarah.b.jones@sfgov.org
cc: HANA_sf@yahoo.com, "Pam Ault" <pam@aul.net>
bcc:
Subject: Re: case number 2006.0460E

Hi Sarah, I'm writing to voice my support for the 600 stanyan street project in it's current form. I live within 1 1/2 miles of this location and would be a regular shopper at any market that opened in that spot. It's been way too long since we had a market there and Whole Foods has shown to be a positive member of the communities they operate in. Furthermore, the Haight, just like SF can always benefit from more housing stock. Thanks in advance.

Richard Ault and Family
1518 9th Avenue, SF, CA
94122

--
mobile: +1 (415) 794-7094
fax: +1 (415) 358-4565
aim: richardpault

1.7



"Richard Ault"
<Richard@richardault.com>
Sent by:
richardault@gmail.com
03/04/2008 01:13 PM

To: sarah.b.jones@sfgov.org
cc: "Pam Ault" <pam@aul.net>
bcc:
Subject: re: case number 2006.0460E

Hi Sarah, I'm writing to let you know, as a neighbor to this development we in support the draft EIR findings for the 600 Stanyan St. project.

In part for the following lists reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Thanks for you work on this. Looking forward to hearing where the planning dept comes down on this.

Cheers,
Richard and Pam Ault

--
mobile: +1 (415) 794-7094
fax: +1 (415) 358-4565
aim: richardpault

1.8

1.8
6.1

7.2
11.1

Julia Avramides
<julavra@jabell.net>
02/25/2008 02:05 PM

To: <sarah.b.jones@sfgov.org>
cc: <HALLA_sl@yahoo.com>
bcc:

Subject: Whole foods at Sanyan and Haight case number
2000 0460E

Dear Ms. Jones:

I am contacting you to urge you to approve expeditiously the development of the Whole Foods store at Haight and Sanyan. My husband and I must now shop at Andronico's drive longer distances to other markets. We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood.

A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods.

Anything less than a full service store will have significant negative environmental impacts: a) the lot will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs.

Julia Avramides/Hyron Jones
1360 5th av
SF, Ca. 94122



Lorraine Bader
<loraineb@spyrnet.com>
02/25/2008 10:01 AM

To: sarah.b.jones@sfgov.org
cc: HALLA_sl@yahoo.com
bcc:

Subject: 690 Sanyan St. Project-EIR

Support for the Project at 690 Sanyan Street:

We have lived on Shrader Street since 1979, and are familiar with all the benefits of living here as well as the challenges that face our neighborhood. Over the years we have commented many times that we wish someone would develop the corner of Haight and Sanyan to create a positive place for people to live and shop. We also have wanted to see the negative aspects of the old Cala market ameliorated. The project to develop 690 Sanyan Street accomplishes just what we have always hoped for, and we support it in its entirety.

We support the combination of housing and Whole Foods store in its current scope and size. This corner is a beautiful location and will offer many people a place to live that is pleasant and close to transportation and other services and shopping. To do less would take away from the benefit we see in this complex serving our neighborhood.

At the present time, we drive to other areas of the city to shop for groceries and related household products. If Whole Foods were here, we would be able to walk the few blocks to the store for so many of our needs. This particular store is very attractive to us because we know they maintain their properties in other locations, and they carry high quality produce and other merchandise. We are not interested in a small store or another grocery chain. We would not have to drive and park at this location if the project is approved as presented. This would benefit not only the neighborhood, but the greater environment.

If this project is not approved, this corner will remain a blight on the neighborhood and continue a very unappealing atmosphere at a major entrance to our beautiful Golden Gate Park. In addition, an empty lot becomes a gathering place for people who are loitering and possibly engaging in undesirable activities.

Here we are presented with an opportunity to make a lasting improvement in our city, and we strongly encourage the Planning Commission to approve the project now so that there are no unnecessary delays in developing the site.



Lorraine Bader
lornainb@sfrynet.com
02/25/2008 10:06 AM

To: sarah.b.jones@sfgov.org
Cc: HAlA_sl@yahoo.com
bcc
Subject: Fwd: 690 Stanyan St Project-EIR-

Begin forwarded message:

I am resending because I forgot the case number and my name. LRB

> From: Lorraine Bader <lornainb@sfrynet.com>
> Date: February 25, 2008 10:01:29 AM PST
> To: sarah.b.jones@sfgov.org
> Cc: HAlA_sl@yahoo.com
> Subject: 690 Stanyan St. Project-EIR
>

> Support for the Project at 690 Stanyan Street Case # 2006-0460E

> We have lived on Shrader Street since 1979, and are familiar with all
> the benefits of living here as well as the challenges that face our
> neighborhood. Over the years we have commented many times that we
> wish someone would develop the corner of Haight and Stanyan to create
> a positive place for people to live and shop. We also have wanted to
> see the negative aspects of the old Cala market ameliorated. The
> project to develop 690 Stanyan Street accomplishes just what we have
> always hoped for, and we support it in its entirety.

> We support the combination of housing and Whole Foods store in its
> current scope and size. This corner is a beautiful location and will
> offer many people a place to live that is pleasant and close to
> transportation and other services and shopping. To do less would take
> away from the benefit we see in this complex serving our neighborhood.

> At the present time, we drive to other areas of the city to shop for
> groceries and related household products. If Whole Foods were here,
> we would be able to walk the few blocks to the store for so many of
> our needs. This particular store is very attractive to us because we
> know they maintain their properties in other locations, and they carry
> high quality produce and other merchandise. We are not interested in
> a small store or another grocery chain. We would not have to drive
> and park at this location if the project is approved as presented.
> This would benefit not only the neighborhood, but the greater
> environment.

> If this project is not approved, this corner will remain a blight on
> the neighborhood and continue a very uns appealing atmosphere at a
> major entrance to our beautiful Golden Gate Park. In addition, an
> empty lot becomes a gathering place for people who are loitering and
> possibly engaging in undesirable activities.

> Here we are presented with an opportunity to make a lasting
> improvement in our city, and we strongly encourage the planning
> Commission to approve the project now so that there are no unnecessary
> delays in developing the site.

> Lorraine Rocke Bader and J. Lani Eader
> 146 Shrader St.
> San Francisco, CA 94117



"John Banczak"
<John.Banczak@BedardBra
akast.com>
02/22/2009 02:21 PM

To: <sarah.b.jones@sfgov.org> <hala_sl@yahoo.com>
<Foss.Mikami@sfgov.org>
cc
bcc
Subject: support for whole foods

I've recently read that there are a number of people opposing the whole foods development. I am quickly
writing this as I get in my car and drive over to Calmart for my bi-weekly trip. I loved the Cala store that
was there - don't get me wrong - but nothing is worse than having to use my car every time I need
anything substantial. I drive only 3K miles/year in total - I'm guessing most of it now is for this type of
thing.

Anything that can be done to speed this project up and get us a grocery store, and get rid of the blight,
should be done asap. The argument that Whole Foods is the wrong one is just ridiculous - there is no one
else. Lets not embarrass ourselves by having a dilapidated street corner for the next decade - lets show
the neighborhood that when given such a waste of space, we put politics aside and get a tenant in.

John Banczak
1863 Page Street



"John Banczak"
<John.Banczak@DeLandBire
adnet.com>
03/06/2008 01:00 PM

To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: case 2006.0460E

Hi Sarah,

I just wanted to email and voice my support for the Whole Foods project in the Haight. We have lived in this area for 8 years and were sad when Cala closed - we have been driving to Albertsons, now Lucky ever since. With one small child and another on the way, it would be great to get a full service store back, not to mention one that has good fresh food since there are very few options in the area. Not to mention any less time with the bright there is great. We walk by with our kids to the park and it is usually a pretty bad scene now with the fence up and all kinds of people hanging around.

Thanks for listening.

John Banczak

1.7

1.6



adrienne bassett
<heydrienne@yahoo.com>
03/10/2008 05:04 PM

To: sarah.b.jones@sfgov.org
cc: hae_s@yahoo.com
bcc
Subject: In support of the Whole Foods at Stanyan & Haight

Dear Ms Jones,

I am writing to express my family's wholehearted support for the proposed Whole Foods store and housing project at Haight and Stanyan. Whole Foods will be a welcome addition to a neighborhood that is struggling to shake its reputation as a safe haven for homeless encampments and drug use.

We currently make weekly trips across town to shop at Whole Foods markets in neighborhoods that are perceived as cleaner and safer than the Haight. We were thrilled to hear that our favorite grocery store would soon be coming to our neighborhood -- not only for the convenience that it will offer us, but also for the numerous benefits to the neighborhood. We were then equally concerned to hear that the Haight Ashbury Neighborhood Council opposes this project.

Whole Foods is consistently recognized for carrying high quality, environmentally-friendly products and for conducting socially responsible business practices. There is no other neighborhood in San Francisco where these values are more strongly upheld. And while we realize that Whole Foods will not single-handedly rid the Haight of crime and drug use, it is certainly a step towards making it a more desirable place to live.

We hope you will join us in supporting the proposed Whole Foods in the Haight.

Thank you,
Adrienne Bassett

1.7



"Monica Doshi Becker"
m.doshi.becker@gmail.com
03/03/2008 09:42 AM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Whole Foods Comment

Thank you for taking the time (and additional time) to review comments re: Whole Foods. While I know construction can be a loud and messy for a short time, I think it is important to look at the long term impact of adding a Whole Foods Market to our neighborhood. The Haight/Panhandle/Cole Valley area is lacking a true full-service grocery store. I love my local markets for the quick/last minute items, but they don't take the place of the Adornico's I end up DRIVING to once a week to pick-up essentials and have variety. With a Whole Foods in the area, I could walk to get these essentials.

I also think Whole Foods provides a great variety of foods to meet the needs of our very diverse community. All in all, I think this would be a great addition to our neck of the woods!

Sincerely,

Monica Doshi Becker
4514 17th Street

1.7

RECEIVED

MAR 10 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Cathy Bellin
516 Clayton Street
San Francisco, CA 94117
March 8, 2008
(415)863-1941

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 690 Sanyan Street
Mixed Retail/Residential Project
Planning Department Case No. 2006.0460E

Dear Mr. Wycko
I am a long-time resident of the Haight Ashbury. I live about 3 blocks from the proposed project and I wanted to share my concerns. This project would have a serious impact on the flow of traffic and on pedestrian safety. A fire station and St Mary's Hospital are located nearby on Sanyan. This street is an important traffic corridor that is already too busy, frequently with backed-up traffic. The impact on Fulton and Masonic should also be included in the study.

The traffic study was done during the months of November and December. These are slow months for our neighborhood, so the data collected contributes to an inaccurate assessment. There are far more people in the neighborhood during the summer months. There are also a number of big events through the year in Golden Gate Park, which dramatically impact parking and traffic. The Academy of Science and Natural History Museum will also reopen soon. This should be included in the study.

I am a teacher, and I am particularly concerned about children's safety. There is a Boys and Girls Club on Page Street near Sanyan, and Park Branch Library is a couple of blocks down on Page. Increased traffic from this proposed project would make that a much more dangerous area for children. The crosswalk across Sanyan from Page is already a dangerous area for pedestrians to attempt to cross the street - the increased traffic from this proposed project would make it even worse. I am also concerned about increased danger to pedestrians who are crossing Haight and Sanyan to the main entrance to the park. Many families use this entrance to go to the children's playground.

More attention needs to be given to the impact on MUNI. Haight and Sanyan are already challenging streets for bus lines to get through.

I watched the planning commission hearing on the internet. Many of the proponents of this project said that they would walk to this store. However, a Whole Foods Store would draw a lot of people from other areas of the city, and many would drive.

1.1

The imposing scale of this proposed project is not in harmony with the characteristics of our neighborhood. The services offered by Whole Foods are already provided by existing businesses in the neighborhood. Prices are beyond the means of most residents for regular shopping. The housing offered is not affordable to most residents of the neighborhood, including the below market rate units. This project threatens the health, safety, and social fabric of the community.

Sincerely,


Cathy Bellin

February 23, 2008

Mr. Bill Wycko
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

re: 690 Stanyan Street
SF Case No. 2006.0460E

As a resident of the Upper Haight and a neighbor of the proposed mixed-use development at 690 Stanyan Street, I wish to offer my strongest support to the project and urge final approval of the project by the Planning Department.

1.8

The project, as designed, will yield significant benefits to our community. It will not only restore an important but vacant and long-blighted corner to a sense of vibrancy but it will finally bring a full-service grocery store the neighborhood, something that has been severely lacking in recent years. I would also like to strongly weigh-in against any of the Alternatives to the Proposed Project as outlined in the EIR. All of these options would be a severe disservice to the community by providing for a facility that is less than what the neighborhood needs and deserves.

11.1

Please help our community by moving to expeditiously approve this important project.

1.8

Sincerely,



Matt Bens
1676 Page Street
San Francisco, CA
94117
415.552.6295



"Amy Blakeley"
ablakeley@mcquike.com
03/01/2008 10:47 AM

To: <srash.k.jones@sfgov.org>
Cc:
bcc

Subject: APPROVE Whole Foods Project at 690 Stanyan

Sarah,

I'm writing to share my full support of the current Whole Foods project for 690 Stanyan.

- We need a full service grocery store in the neighborhood
- The project carefully and successfully navigates concerns over pedestrian safety, accommodating customer parking, and traffic/public transportation concerns
- Many nearby residents will walk to this location, not drive
- The condominiums above store will bring homeowners into an area of the neighborhood that desperately needs people who care about a clean, safe living environment, which will help clean up the Alvorad Lake drug and homeless issues.
- It is a known fact that homeowners are more active than renters in battling neighborhood crime and safety concerns.

Thank you,

Amy Blakeley
1468 Waller Street

Amy Blakeley

Realtor®

McGuire Real Estate
560 Davis St, Ste 100
San Francisco, CA 94111
(415) 533-2496 Mobile
AmyBlakeley.com

1.7
1.5
1.4

RECEIVED

MAR 10 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Cheryl Bielinski
1929 Page Street
San Francisco, CA 94117

Bill Wycko
Environmental Analysis
Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
February 28, 2008

Dear Mr. Wycko,

I have been a resident of the Haight for 13 years and I have happily lived in the same flat on Page at Stanyan nine years. The proposed 690 Stanyan Street Project, formerly CALA, is literally in my backyard. Please review my concerns regarding this project.

The decision made regarding this development is something that the neighbors will have to live with day in and day out. I strongly feel that there must be a substantial reduction in the scale of this project to prevent risks to pedestrians, severe traffic congestion, unacceptable noise levels and environmental health risks, damage to the charm of the Haight Ashbury, closures of locally-owned family businesses and shadowing on neighborhood housing.

I am directly affected by shadowing and stand to lose my view of Claremont/Twin Peaks, but more important, the sunshine I rely on to heat my flat. For most of the residents on the south side of the block, the project will destroy what has, for years, been a very pleasant living situation.

Safety and the risk to pedestrians should be of utmost concern. The EIR is based on trips to CALA on November 23rd and December 3rd. This in no way reflects an accurate account of pedestrian traffic. It is undeniably the slowest time of the year in the Haight. Numerous events take place in and around Golden Gate Park throughout the summer and fall. There is always a sharp increase in the number of park visitors during the warmer months. Often, this results in a steady stream of people crossing at the corner of Haight and Stanyan. The reopening of the Academy of Sciences is guaranteed to draw thousands of new visitors to the park. The 690 Stanyan project will generate an estimated 8,000 new car trips to an area which already experiences plenty of traffic congestion. No doubt this could result in pedestrian fatalities.

On a daily basis there is traffic congestion in the Haight. It is most severe at rush hour during the week and throughout the weekend. Most people do their food shopping at these times. Whole Foods is a destination supermarket and will attract roughly 8,000 car trips a day. No doubt many of these trips will be from the same people who falsely claim they will walk their groceries back up to hills on which they live. Certainly there will be

8.4

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1.2 traffic back-ups that will affect Fell and Oak as well as Stanyan and Haight. This would be not unlike the situation at Trader Joe's at Masonic and Geary, where a line of cars forms in the traffic lane heading into the parking lot. Many large trucks will also be required to cut across lanes of traffic to make their deliveries. This is the only way possible according to the plan. Emergency vehicles traveling to and from the local hospital and fire station will be impeded. Also, I live across the street from the Boys and Girls Club on Page Street. Every day between 5 & 6:00 p.m., parents pick up their children and there is a line of cars double-parked. Increased traffic in this area will make an already unsafe situation much more dangerous

6.11
6.15
6.14
7.5 The noise levels involved in this project are another issue. Of course, neighbors will be subjected to a high level of noise throughout the construction of this project. A project of this size will take at least a couple of years. Upon completion of the project, neighbors will forever be subjected to noise from generators and refrigeration 24 hours a day. There will also be noise from large delivery trucks all night long. The EIR also does not mention how the exhaust from the thousands of vehicles will be ventilated.

1.2 The Haight Ashbury is a neighborhood that is known for its history, its Victorian Architecture, its family-owned businesses and its laid-back attitude. A project of this size is completely inappropriate for this area and cannot possibly be in keeping with Haight Commercial Zoning. It will not only rob the neighborhood of its charm, but many of its family-owned businesses will be unable to compete with Whole Foods. The project will not bring more business to Haight Street shops because people shopping Whole Foods will only be allowed to use their parking lot to shop Whole Foods. Whole Foods is a fine market, but it is very upscale and not very affordable to the people who live in the neighborhood. I do not feel that this project serves the people who live near it.

1.1 I feel that a project of this size benefits no one other than the people and the companies who own it. It shows no concern for the people living in the neighborhood. A smaller-scale market comparable to the size of CALA, a few smaller stores, or a farmer's market would better serve the community. Please take my concerns into consideration when evaluating this project. Thank you for your valuable time.

Sincerely,

Cheryl Bielinski

Cheryl Bielinski



"Alison Boeckmann"
<alisonboeckmann@fastmail.fm>

03/06/2008 10:25 AM

To: sarah.b.jones@sfgov.org
cc: HAJA_sl@yahoo.com
bcc:
Subject: case number 2006.0460E

As a long-time resident of the Parnassus Heights area, I am writing to support the Whole Foods market at 690 Stanyan St. Calia market was there for many years and was a great convenience to the neighborhood. There used to be a small supermarket at Parnassus and Stanyan (run by Calia, then Diamond) which is now a Walgreens. With both markets closed, we must now drive farther, adding to the congestion on Parnassus Ave and other streets, depending on the direction. The Whole Foods will enable us to shop closer to home, reducing overall traffic on other streets and saving gas.

Alison Boeckmann
alisonboeckmann@fastmail.fm

it if you could let me know how I can continue to be involved as community member in favor of this project. 1.8



"Rachel Bordoli"
<rachelbordoli@gmail.com>
03/04/2008 08:40 PM
To: sarah.b.jones@sigov.org
cc: hania_sl@yahoo.com
bcc:
Subject: In support of Case Number 2008.0460E (the full project)

Thanks,
Rachel Bordoli
415-752-551
1741 Waller Street

Dear Ms. Jones,

I was aghast to hear that the much anticipated Whole Foods project at the corner of Haight and Stonyuan is in jeopardy and am writing to throw my unequivocal support behind the full project that would include a full service grocery, housing and adequate parking to serve both. 1.7

My husband and I live in a condo on Waller Street close to Stonyuan, just one block from Haight Street. Normally, I would be opposed to any large construction project taking place near our house because I have one small child and another one the way, and noise disrupts children's day time sleep routines (if you are a parent you'll understand how critical these naps are to the whole family's sanity). However, in this case, I truly believe the benefits to the local community will be so substantial as to outweigh these personal costs. As I see it there are several benefits:

Environmental benefits:

- Reduced pollution from residents of this neighborhood and surrounding neighborhoods having to drive to Trader Joe's, Whole Foods or Andronicos for their shopping. Whole Foods wouldn't want to place a store here if they hadn't got strong data to indicate that people from this zip code are driving to their other stores. For the city as a whole it thus stands to reason that the total pollution caused by driving to supermarkets will decrease as a result of this project.
- Having a quality store like Whole Foods move into the area will provide a much needed face lift to the upper end of Haight St which is in a disgraceful condition. Whole Foods' arrival will catalyze much needed improvements in the surrounding area (e.g., entrance to GG park) as well as eliminating an eyesore. 1.6

Health benefits:

- People in the neighborhood will be able to walk to a full service supermarket rather than drive, which provides much needed exercise. 1.5
- We'll also have easier access to a wider range of fresh produce, meat and fish than we do currently, which will be good for peoples' health. 1.7

Other Community benefits

- The additional people who will live in the neighborhood as a result of the housing plan will bring more business to Haight St as a whole. 1.8

I know that concerns about traffic are a major reason for opposition. However, I've been to the other Whole Foods in the city and have not noticed any major problems with traffic near the entrance and exit to the store. Careful planning should be able to mitigate this potential issue. 1.5

Please let me know if you have any questions or would like more input. I'd also really appreciate 1.8



"Robin Bordoli"
<robinbordoli@gmail.com>
02/27/2008 04:20 PM

To: sarah.b.jones@sfgov.org
cc: hala_s@yahoo.com, Ross.Mintam@sfgov.org
bcc:
Subject: Case Number 2006.0460E

Dear Ms Jones

I am writing to express my unconditional support for Case Number 2006.0460E. My wife and I are our 17 month old son live at 1741 Waller St, San Francisco CA 94117. We have lived in the neighborhood for almost 4 years since we bought our apartment in 2004. We believe the neighborhood would benefit from a full service grocery and the apartments and we were pleased to see the favorable EIR that the project received.

--
Robin Bordoli



Carla Borelli
<carla_borelli@aol.net>
03/06/2008 10:37 AM

To: sarah.b.jones@sfgov.org
cc: info@blancet.org
bcc:
Subject: case number 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact.

Sincerely,

Carla Borelli
342 Upper Terrace
SF, CA 94117



Peter Born
<pb@pizandiet.com>
02/20/2008 12:10 PM

To: sarah.b.jones@sfgov.org
cc: HA/IA_s@yahoo.com

Subject: Please approve the Whole Foods

Dear Ms. Jones,

I just wanted to add in my two cents that as a resident of the Corona Heights/Ashbury neighborhood, that I am in full support for a Whole Foods at Stanyan and Haight. I hope that you will see this as a positive improvement to our community!

Thanks and Best Regards,

Peter Born
415 Roosevelt Way
SF CA 94114

1.7



"Mikhal Bouganim"
<mikhal@compassfc.com>
02/27/2008 01:03 PM

To: <sarah.b.jones@sfgov.org>
cc: <Ross.Mikhalim@sfgov.org>

bcc:

Subject: Case Number 2008.0460E (Whole Foods on Haight)

Good afternoon:

As a District 5 resident of San Francisco, I am writing to voice my support for the full project under review for the lot at Haight & Stanyan. I strongly believe our neighborhood and city will benefit from the full service grocery store, housing and new parking that the project outlines, and am encouraged by the favorable environmental impact report and outpouring of neighborhood support for the project. Please consider me a strong supporter in favor of Case Number 2008.0460E as you head into the next phase of planning discussions!

Sincerely,

Mikhal Bouganim
169 Belvedere Street
San Francisco, CA 94117
415 260 8895

1.8



"Ron Bouganin"
ronbouganin@tmo.blackberry.net
02/27/2008 05:12 PM
Please respond to
ronbouganin@tmo.blackberry.net

To: sarah.b.jones@sf.gov.org
cc: Ross.Mixalini@sf.gov.org
bcc:
Subject: Case Number 2006.0460E (Whole Foods on Haight)

To whom it may concern:

I am writing to voice my strong support for the full project under review for the lot at Haight & Stanyan.

I believe our neighborhood and city will benefit from the full service grocery store, housing and new parking that the project outlines, and am encouraged by the favorable environmental impact report and outpouring of neighborhood support for the project.

Please consider me a strong supporter in favor of Case Number 2006.0460E, as you proceed with the next phase of planning discussions.

Sincerely,

Ron Bouganin
169 Belvedere Street
San Francisco, CA 94117
415.425.6828

1.8



Jennifer.Boyd@concast.net
03/06/2008 09:57 AM

To: sarah.b.jones@sf.gov.org
cc:
bcc:
Subject: Housing over Whole Foods at Haight/Stanyan

To: Mr. Bill Mycko, San Francisco Planning Department
Re: case number 2006.0460E

1.7

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. While a grocery store, housing, and this neighborhood needs a viable grocery store, a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique regional food hub. The traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

1.5

In addition, the proposed project will not only beautify this significant area, but it will also become an important landmark as both an addition to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

1.6

Sincerely,

Jennifer Boyd
1436 Cold Street
San Francisco, CA 94117

Jennifer & Christopher Boyd
1436 Cole St.
San Francisco, CA 94117
(415) 682-0428

RECEIVED

FEB 01 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

February 3, 2008

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: DEIR for the 690 Stryan St. Mixed Retail/Residential Project

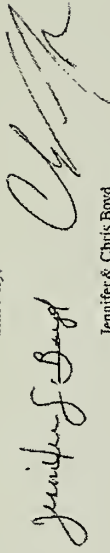
Dear Mr. Wycko,

Thank you for sending us the Public Notice about the availability of the above-referenced Draft Environmental Impact Report (DEIR). We read the DEIR's summary and, as residents of Cole Valley, wanted to let you know that we strongly support the proposed project, for the following reasons:

- *Land use:* the DEIR notes that the project "would not constitute a significant land use impact" (p. 3). We agree; in addition, it will provide a significant benefit to local residents, because our neighborhood does not currently have a full service grocery store.
- *Aesthetics:* the DEIR notes that the project "would have a less-than-significant aesthetic impact" (p. 4). We agree; in addition, it will be a big aesthetic improvement over the eyesore that is the current fenced-off empty lot and boarded-up Cala Foods.
- *Transportation:* the DEIR notes that the project "would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian, or bicycle conditions" (p. 8). We agree; in addition, it will encourage residents to walk blocks on Haight Street that are now used mostly by tourists.
- *Best Alternative:* adding a full-service grocery store and residential units with sufficient parking is a use of the space far superior to the other alternatives, such as no project, residential-only, retail-only, or a scaled-down retail/residential version that does not meet the goals of the project's sponsors.

For these reasons, we urge you to approve the project as quickly as possible. We have no affiliation with the project's sponsors or anyone else involved. We are simply neighborhood residents who want to see the space put to the best possible use, and the proposed project appears to be just that.

Sincerely,



Jennifer & Chris Boyd



Joan Boyd
jboayd@yahoo.com
02/18/2008 09:17 PM

To: sianh.b.jones@sf.gov
cc
bcc
Subject: Whole Foods. An Oshman

Dear Ms. Jones:

Re: Whole Foods Market, 690 Stanyan Street, Case #2006.04608

I'm writing in support of the Whole Foods Market at 690 Stanyan Street in the Haight-Ashbury community. I have lived in the neighborhood for 30 years and have seen the potential advantages of this project for large and small businesses and the residents for large and small businesses. The inclusion of housing makes this project especially desirable.

My personal living circumstances will be highly influenced by this Whole Foods Store:

1) Instead of driving 30 minutes to and from the Whole Foods store at Franklin and California, I will be able to walk to 690 Stanyan Street.

2) Instead of 'stocking up' on groceries, fruits and vegetables, I can shop more often and avoid the food waste that I have now.

3) One of the reasons I still own a car is to go to the store for food and groceries. This store would be a strong incentive to recycle my 1984 Honda Accord.

As for traffic concerns, one might look at the Whole Foods store at California and Franklin Streets. Even when the store is packed, there never seems to be a traffic holdup.

And finally, this market will provide for better health and nutritional opportunities for all residents. Besides high quality and fresh produce, fresh fish will be available, as well as prepared foods for some of us too busy to cook. Whole Foods is a healthy alternative to McDonald's and Dunkin Donuts which is across the street or a half block away and definitely part of the environment.

Sincerely,

Joan Boyd

9 March 2008

Denise Bradley
1965 Page Street # 202
San Francisco, CA 94117

Bill Wycko
Environmental Analysis
Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

RE: Comments
2006.04608: 690 Stanyan Street (Mixed Residential/Retail Project) - DEIR

Dear Mr. Wycko:

Below are my concerns related to the above referenced project and DEIR.

Whole Foods will be a destination grocery store and will attract people from outside of the neighborhood who will drive to the store. I do not think anyone in the neighborhood wishes to have lines of traffic waiting on Stanyan Street to get into the proposed Whole Foods parking lot - as is the case with Trader Joe's (another destination-type grocery store) on Masonic.

Much of the additional traffic (from outside of the neighborhood) will arrive and leave the store via Stanyan Street which is a major north-south connector in this part of the city. Traffic on Stanyan, both north and south of its intersection with Haight Street, routinely backs up during both the morning and evening rush hours and on the weekends. This traffic is directly impacted by the traffic lights: (1) at Stanyan and Hayes and (2) at Stanyan and Fulton. Why did the traffic study not analyze the impacts of the additional traffic from the proposed development at these two traffic signals? I think that this is needed to have a clearer picture of the traffic patterns that will occur on Stanyan.

I am concerned about delivery trucks double parking and idling on Stanyan, and possibly using Page as a backup, while they wait to get into the one loading dock that is proposed.

I think that "Improvement Measure 1: Traffic" and "Improvement Measure 3: Loading" do little to alleviate what appears to be anticipated increased traffic problems from the proposed Whole Foods store and with its design as proposed in the DEIR. In particular "Improvement Measure 3: Loading," which relies on Whole Foods to assign an employee to direct traffic, is basically a voluntary measure on the store's part (that is non-enforceable), does not address the core issue of the design and the loading dock area, and leaves the neighborhood with limited recourse to correct this problem after the project is constructed.

Sincerely,

Denise Bradley

Denise Bradley

cc: Ross Mirkurimi



Karen Brant
 <karen_brant@hotmail.com>
 03/10/2008 12:04 PM

To: <sarah.b.jones@sfgov.org> <info@plansf.org>
 cc
 bcc
 Subject



"Briscoe, Heather"
 <briscoeh@peds.ucsf.edu>
 03/01/2008 01:31 PM

To: sarah.b.jones@sfgov.org
 cc: HAWA_S@yahoo.com
 bcc
 Subject: 2006.0460E

To: San Francisco Planning Department

- > Re: case number 2006.0460E
- > I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a
- > viable grocery store to serve a large, diverse population. When construction
- > is completed and Whole Foods opens, people will find it easy to walk to the
- > grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there
- > is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..
- > In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an
- > entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact
- > for San Francisco.
- > Sincerely,

Karen Brant
 Cole Valley resident and home owner



Compose Email:
 shellysutherland@sbcglobal.net

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To whom it may concern,

I am writing to confirm my support of the building of a Whole Foods Market at 690 Stanyan St. in the full scope & size proposed. As it stands, I drive to Rainbow for organic produce, and get other groceries at local markets or Antronico's (who has a pathetic organic produce selection). With a full service store at the base of Haight, I could consolidate shopping to one local shop and save the environment some fumes and stay within my community. It may also help shift the tenor at the base of Haight from a drugged-out, seedy spot to avoid to a place where more health-conscious folks will frequent. As a pediatrician at UCSF, I think this would have a positive impact on community children, and not detract from the small-shop diversity on Haight.

Heather Briscoe

To: <sarah.b.jones@sfgov.org>
cc: <HAIA_sl@yahoo.com>
bcc:
Subject: Case 2006 4060E

"Shella Brown"
<SBrown@ign.com>
02/25/2008 01:42 PM



Dear Planning Dept.,
As a resident of the Inner Sunset, I wholeheartedly support the plan to build housingWhole
Foods Market at the corner of Haight and Stanyan. We would love the addition of a great
market to the neighborhood. Additionally, that corner desperately needs smart development,
since it is an absolute blight on the neighborhood and park. Please approve this application, so
that we can move forward and improve this empty corner.

Sincerely,
Shella Brown
1346 5th Avenue
681-8706

To: sarah.b.jones@sfgov.org
cc: ross.mikarini<ross.mikarini@sfgov.org>
haia_sl@yahoo.com, haia@yahooogroupa.com
bcc:
Subject: SUPPORT 690 Stanyan St. (2006 0480E)

brodie
<cbrodie@sqglobal.net>
02/27/2008 07:59 PM



Dear Ms. Jones,
My husband and I have lived in the neighborhood of the Haight since 1984. We are wholly
supportive of the FULL scope of the proposed mixed use project at 690 Stanyan Street.

As an active person in the community I, Cheryl Brodie, first met with the developer in the Fall of
2005. In 2006 & 2007 I was honored to have been a two term president of the Haight Ashbury
Improvement Association - a joint merchant and resident association formed early in the 1900's
and incorporated since 1950. We have enjoyed an open and cooperative dialogue since that first
meeting regarding this project with the developer and the architect. Our conversations have
fruitfully produced many of the changes apparent in the design.

HAIA's general membership meetings that addressed Whole Foods as the subject were quite
enthusiastically attended by the neighborhood - over 70 attended our July 2006 meeting and over
120 attended our October 2007 meeting - the enthusiasm was apparent in presence and
comments.

My husband and I were quite very pleased to note that the EIR found insignificant environmental
impact. We support wholeheartedly the addition of a full-service grocery with high quality goods
within walking distance to a dense urban neighborhood; the addition of rental units to our
housing stock and adequate parking to accommodate residents and patrons. Please vote
affirmatively for the FULL scope of this project so that this vibrant and vital project may
move forward and begin to enhance our neighborhood as expeditiously as possible!

Respectfully yours,
Cheryl Brodie
Steve Brodie



"Peggy & Tim Brown"
 <tim.eggbrown@subglobal.net>
 02/26/2008 12:38 PM

To: <sarah.b.jones@sfgov.org>
 cc: <HATA_sl@yahoo.com>
 bcc:
 Subject: Whole Foods Project at 690 Sanyan

Dear Ms. Jones,

I'm writing to support the Whole Foods Project at 690 Sanyan, case number 2006.0450E. It was too bad that the full service grocery store that was at this location closed, and I support having a full-service Whole Foods store on the site. The store will be an excellent addition to the neighborhood, and will improve the west end of Haight Street and the eastern entrance to Golden Gate Park. I do not believe that there will be any adverse environmental consequences resulting from this in-fill project.

Sincerely,

Timothy N. Brown

70 Clifford Terrace

San Francisco, CA 94117

1.7



"Steven Bruneel"
 <sfb@anshen.com>
 03/04/2008 03:48 PM

To: <sarah.b.jones@sfgov.org>
 cc:
 bcc:
 Subject: re: Haight Whole Foods EIR

Sarah,

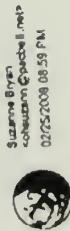
re: case number 2006.0460E

I would like to add my voice in support of the proposed development on the former Cala Foods site.

As an architect who has lived in this neighborhood on Ashbury Street since 1979, I know the extreme difficulties of achieving consensus on development issues in this area. But I believe that the area is in need of a full service grocery and would be best served by approving the EIR as quickly as possible.

1.8

Steven Bruneel, AIA, CSI-CDT, LEEDAP
 Senior Associate - Specifications
 Anshen+Allan, Architects
 vox +1.415.281.5576
 fax +1.415.682.9523
 www.anshen.com



Suzanne Bryan
suzannebryan@gmail.com
02/25/2008 08:59 PM

To: sarah.b.jones@slgov.org
cc: HAVA_14@yahoo.com
bcc:
Subject: 2006 0400E NO whole foods market in the Haight

The Haight is not the place for a mega whole foods store. I am opposed to even a scaled down version of this national chain and think national chains are an unnecessary blight in urban neighborhoods, especially an historic one like the Haight which has thrived with (mostly) small independent merchants.

Whole Foods stores have a number of business practices that are not sustainable or fair. They buy produce from large organic and conventional farmers instead of providing a market for small independent local organic growers who farm sustainably. They pay many of their food preparers and bakers less than a living wage.

Why on earth would we want this in our neighborhood? We can find a better solution to the empty lot at Haight and Stanyan, especially when we already have Real Foods just two blocks away.

Thanks,

Suzanne Bryan
1359A San Ave
San Francisco, CA 94122
415 515 0329

"Go ahead. Keep moving. Watch your step."

E. Brown

1.1



mike.burbank@ubs.com
02/25/2008 08:00 AM

To: <sarah.b.jones@slgov.org>
cc: <HAVA_14@yahoo.com>
bcc:
RE: Whole Foods at 600 Stanyan Street case number
Subject: 2006 0400E

To: Bill Wycko and Sarah Jones
Re: Case 2006 0400E

Our family of four lives in Cole Valley at 560 Bayshore Street. I have attended a couple of neighborhood meetings about the proposed Whole Foods project at 600 Stanyan and want to let you and the city know that we are very supportive of the proposed development at its current size and scope. I will be traveling on the 28th and unable to attend the EIR Public Hearing in particular.

- The empty Cala Markets store at the corner of Haight and Stanyan has become an eye sore and attract vagrants and drug activities to that corner and the park. Having a vibrant store and residence units would drive this activity away.
- The city needs more housing and this project would bring more residents to the neighborhood, add jobs, add to the sales and property tax base and help the local economy
- The new market is close to the N Judah line meaning that local residents can shop using public transit instead of jumping in their cars
- We don't have a full service store within walking distance of our home currently. My wife frequently drives to the Whole Foods on California Street and Trader Joe's on Masonic. Having this store in the neighborhood would reduce our travel and reduce congestion. The site was a market previously so the traffic associated with the new store should not change significantly.

The lot has been languishing for too long already. We encourage you to approve the project.

Thank you - Mike, Cindy, Grace and Maya Burbank

Mike Burbank
UBS Private Wealth Management
555 California, 32nd Floor
San Francisco, CA 94117

Tel. 415-576-3788
FAX 415-576-3780

mike.burbank@ubs.com
www.ubs.com

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UBS International Inc.
UBS Financial Services Incorporated of Puerto Rico

RECEIVED

EXAMPLE LETTER #1

March 3, 2008

CITY & COUNTY OF SAN FRANCISCO
OFFICE OF THE ATTORNEY GENERAL

Dear Mr. Wycko,
re: case number 2008-0460E

I support the draft EIR findings for the 690 Sanyan St. project, for the following lists reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cafa Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City. Thank you very much for your time.

Sincerely,

EXAMPLE LETTER #2

Dear Mr. Wycko,

re: case number 2008-0460E

I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Sanyan will become a unique magnet for shoppers.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, and the west end of the Haight St. merchant corridor.

The net result will not be a negative environmental impact for San Francisco.

Sincerely,

We do not need to put long standing businesses out of business to have these huge corporate enterprises in our neighborhood
ANNE CANETTE



Martha Campbell
MCAMPBELL@MCH.ORG
02/20/2008 10:23 AM

To: sarah.bjones@sf.gov.org
Cc: Haight Ashbury Imp Assoc/HAA -charles_d@yahoo.com
bcc:
Subject: Support for Project at 690 Stanyan Street

re: Support for the Project at 690 Stanyan Street, Case # 2006-04606

I have lived on Grove Street near Golden Gate Park since 1980, so am very familiar with the benefits and challenges of our neighborhood. The location in question is the site of the former Cala Foods store, is an example of the challenges, as it was an eyesore even before Cala closed.

This project to develop 690 Stanyan Street is an excellent proposal for our neighborhood, and I support it in its entirety. In particular, I support the combination of housing and a Whole Foods store in its current scope and size. Our neighborhood, which is well served by public transportation, is well suited to a relatively high density housing/commercial project.

The availability of a full-service grocery store in our neighborhood will enable many of us to shop without getting in our cars. Whole Foods Market is attractive to me because of the high quality and variety of the food they carry. In addition, I have shopped in a number of Whole Foods stores, and find that they are consistently well maintained--a big plus for our neighborhood and for this location in particular.

If this project is not approved, the corner will remain a blight on the neighborhood.

Thank you for your consideration.

Martha Campbell
2167 Grove Street

1.6

1.7

1.5

1.7

1.6



ccanepa50@aol.com
02/23/2008 11:03 AM

To: sarah.bjones@sf.gov.org
cc:
bcc:
Subject: 2006 04606 Project

Dear Planning dept,

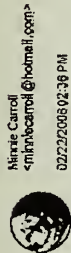
just a note in strong support of the as proposed Stanyan/Haight project. There seems to be an effort to undermine the addition of a proper full service grocery store in our neighborhood.

Please understand that this is a needed service to have within walking distance on many in our residential neighborhood.

Any effort to reduce the scale of this project in an effort to omit the neighborhood serving full size grocery facility should be rebuffed and the project should be approved as currently proposed.

Charles Canepa
1442 Willard St
94117

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Minnie Carroll
minniecarroll@hotmail.com
02/22/2008 02:38 PM

To: <sarah.b.jones@sfgov.org>
cc: <hula_s@yahoo.com>, <rods.murakimi@sfgov.org>
bcc:
Subject: Support for Case No. 2008.0480E

Dear Planning Department,

As a local Haight-Ashbury home owner and working mother of two small children and I am willing in full support of the 'Whole Foods' Housing Development EIR draft. With two children under the age of two, the last year and half without a full service grocery store within walking distance has been a huge inconvenience. Any significant shopping requires a car trip out of the neighborhood to Safeway or Church or walking in horrible car lines at Trader Joe's on Geary. Beyond the environmental impact, anyone who has ever had to do this with two small children knows that the personal impact is equally as dreadful.

Commercial viability at this end of the path is absolutely critical and having listened to many and cautiously to Whole Foods plans and intentions, I feel confident that this company and this development as envisioned would be important additions to the neighborhood.

Sincerely,

Minnie Carroll
411 Shrader St.

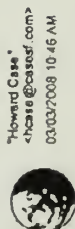
Dear Sarah,
This letter is in support of the Whole Foods residential housing project at Sanyan & Haight streets. It seems that at the latest hearing the local group that opposes everything positive for our neighborhood (unless they get something out of it) is out to render this project DOA, please do not be awayed by their nonsense. The only thing they would support is moving the HANG recycling center to that location.....
The neighbors on Page St who don't want the short term inconvenience of a construction project that will so benefit our neighborhood are just self centered, they are not looking at the huge positive impact a real full service high quality organic grocer can add to our local community, plus the added benefit of more housing. It is just too good to not support....
Charles A. Canepa
1442 Willard St 94117

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ccanepa50@aol.com
03/01/2008 05:20 PM



To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: 2008.0480E



"Howard Case"
<hcase@casest.com>
03/03/2008 10:46 AM

To: <sarah.b.jones@sfgov.org>
cc: "Kristina Case" <kcase@casest.com>, <cviast@aol.com>
bcc:
Subject: Whole Foods project Height and Stanyan

We would like to encourage you to approve the application for the construction of the Whole Foods Market at Height and Stanyan. 1.7

With the loss of Cala Foods there is not a full service market in our neighborhood, and it is now necessary to use our car and drive to locations outside our neighborhood.

Even with Cala we were forced to travel by car outside our neighborhood because we seek quality ingredients, mostly local and organic and for this reason we travel to Whole Foods on California, Andronico's, or Bryan's on California. The prospect of a Whole Foods market in our neighborhood would mean we could do the majority of our shopping without using a car - reducing the impact on the environment and increasing our convenience and the quality of our neighborhood. 1.5

We deserve this level of quality store in our neighborhood and we encourage you to approve the application. 1.7

Howard and Kristina Case

Howard Case
224 Carl Street
San Francisco, CA 94117
D: (415) 759-7295
Fax: (415) 759-4110
Cell: (415) 260-1114
hcase@casest.com



John Cale
<jcal@earthlink.net>
02/24/2008 09:18 PM

To: sarah.b.jones@sfgov.org
cc: HAJA_sl@yahoo.com
bcc:
Re: case number 2005-0466(E) - Whole Foods Development
Subject: on Stanyan and Haight Streets

Dear Ms. Jones and members of the Planning Department:

I am writing to express my support for the proposed Whole Foods development on the corner of the Haight / Cole Valley neighborhood, and as a resident (20 years) of the Haight / Cole Valley neighborhood, and as proud citizens of San Francisco, I and my family are eager to see anything that will improve the area. There are a number of reasons why I support this development. 11.1

1) We are proud to support our local neighborhood markets (Cole Hardware, Alpha Market, Real Foods, Pharmacia, etc.), and will absolutely continue to patronize them, our neighborhood is shortchanged by not having a full service grocery store at hand. Currently, we need to use our car to make the most basic purchases, whether at a Safeway in the Castro or Diamond Heights, or at a more far-flung Whole Foods. With a proper market close at hand, we can once again walk, or at least minimize our drive, and hence, reduce the environmental and traffic impact. 1.5

2) The fact that the portal to one of the world's great parks is framed by a fast food restaurant and a parking lot that fronts a shabby vacant building is a scandal. The proposed project goes a long way toward mitigating that situation. 1.6

3) Anything less than a full service facility - i.e., a repurposing of the existing property, or tying it up in continued dispute and litigation over future use, would fall far short of what our neighborhood needs and be both an environmental and aesthetic blight. It will force residents to continue to rely on cars for shopping, as well as present a continued visual / architectural black hole for this important intersection. While one might debate what might make the best alternative for this parcel, the fact that Whole Foods makes this a viable development also makes it a good choice. Much better to have a high quality option in hand than to debate endlessly possible options while the corner remains an eyesore and good jobs go unfilled. 11.1

4) Our neighborhood has long struggled to maintain a realistic balance between being family-friendly and being a haven (even a magnet) for the counter-cultural and disenfranchised. In some ways, that balance is what gives the neighborhood its unique character and attraction. But it is necessary to provide long term residents and families the amenities and resources they need in order to maintain that balance. Absent those, the neighborhood cannot maintain itself over the long term, losing the vitality and commitment that is essential to survival.

Thank you for your attention to this critical issue. I eagerly await the outcome.

Best regards,

John Cate
100 Belgrave Avenue
San Francisco
jwcate@earthlink.net



lucilena@aol.com
02/25/2008 11:58 AM

To: HAJA_s@yahoo.com, sarah.b.jones@sfgov.org
cc
bcc
Subject: Support for Sanyan Whole foods

Hello Sarah:

I have been told about the need to express my support for this project in writing.

Our family (located at 193 Carl St) would benefit tremendously from a whole foods in that location.

We spend a lot of time at the park and it has been very hard not to have a full service market in the area after Cala left.

Our family strongly supports this project.

Laura Catena
Daniel McDermott

193 Carl St
San Francisco

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<http://webmail.aol.com>

about Blank

RECEIVED

MAR 04 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wyeko
San Francisco Planning Department
1650 Mission St., Suite 400
San Francisco, CA 94103

Dear Mr. Wyeko,

We are writing to let you know of our support for the 690 Stanyan Street Project in its current scope and size and the recent EIR results, case number 2306.0460E.

This project is an essential development for the future growth, sustainability and enhancement of the Haight-Ashbury District. The project is a fine example of the type of necessary development needed to revitalize the urban area of such historical strength and character as the Haight-Ashbury District.

The ability to walk to a full complement of community amenities, including a full service grocery store, is the hallmark of a thriving neighborhood. Presently we have to drive to get a full service grocery store, when we prefer to walk and reduce our carbon footprint.

When C&A Foods departed a potentially blighted space in the neighborhood materialized. The EIR report concerning the 690 Stanyan Project was a favorable statement from the planning commission and should be adopted to remedy this situation and create a positive environment at the Stanyan/Haight intersection.

We have both grown up in San Francisco and witnessed many changes, both positive and negative. The 690 Stanyan Project is one of the most positive developments impacting a neighborhood that we have seen in a very long time. We look forward to the new changes that will come from this development.

Sincerely,

Arlene Charlip and Steven Kluslern
530 Bolvedere St.
S.F., CA 94117



"Rebecca Chatfield - Taylor"
<rchat@plandtl.org>
03/06/2008 03:54 PM

To: sarah.b.jones@sfgov.org
cc: info@plandtl.org
bcc:

Subject: YES to Whole Foods Development Project

To: Mr. Bill Wyeko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

In addition, the proposed project will not only benefit this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

The drug, homelessness and "derelict" problems at that end of Haight Street are overwhelming. As a woman, I often feel frightened and intimidated by the aggressive and offensive actions made by this group of people to me directly on the occasions I walk there to pick up dinner at the (great) restaurants like Siam Louis, Citrus Club, Chia Chia and Alembic. I am ashamed to bring visitors to San Francisco to this area of my neighborhood. The presence of a Whole Foods in the proposed location will greatly benefit the majority of renters and owners who live in Haight/Ashbury and Cole Valley; good people who respect their property and their neighbors and who strive to create and enhance a wonderful environment for all. We care about our homes and our neighbors, and we support our local businesses. The corner of Stanyan and Haight is currently an eyesore and the drug-dealing is a health and safety hazard, especially for the families with young children in the neighborhood. Whole Foods will be a welcome and preferred solution.

Please do the right thing and support the Whole Foods development project.

Sincerely,

Rebecca Chatfield-Taylor
908 Ashbury Street



Jan Cienoff
<jan@casa Buenavista Rental, C
om>

02/23/2008 08:31 AM

To: sarah.b.jones@sfgov.org, Ross Mitkani@sfgov.org
Cc:
bcc
Subject: RE: Caso Number 2006.0460E

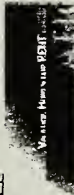
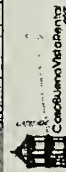
Ms. Jones,

I would like to voice my support for the full project at 690 Stanyan. The project has been thoroughly discussed by the community who have shown a firm request for a full service supermarket. The emphasis on housing and integration of services in our community is significant. The EIR found the project to have less negative impact on the neighborhood in any way. The neighborhood is densely populated and the market will allow many to do their shopping on foot.

Please do not let a small group of nay sayers delay this interesting and significant development. Many are talking about density in the urban core as a solution to many urban issues. This project presents us with a unique opportunity and we sincerely hope the City encourages this effort.

Jan Cienoff
Casa Buena Vista Reunl
Phone - 415-775-2600 Fax - 415-775-3648

jan@casa Buenavista Rental.com
www.casa Buenavista Rental.com



Deborah Chiarucci
<dchiaruc@sfgov.org>
02/22/2008 07:21 AM

To: sarah.b.jones@sfgov.org
Cc:
bcc
Subject: 690 Stanyan case 2006.0460E

TO THE SAN FRANCISCO PLANNING DEPARTMENT,
I am writing in full support of the Whole Foods development project on many levels. As both a resident and a business owner, I think this project will allow many residents to avoid driving long distances for their grocery needs. In addition, we have excellent public transportation in this area, which will allow outlying residents to travel to this central location easily.
1.7
Anything less than a full service store will not serve the needs of the community. This project will result in this lot remaining empty and a blight on the neighborhood. Thank you.

Deborah Chiarucci
A citizen for positive change.



RHONDA CLARKE@comcast

Local

02/26/2008 09:57 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: Case # 2006.0480E

Ms. Jones,

I live a few blocks from the corner of Stanyan and Haight streets and am writing you concerning case # 2006.0480E. I want to urge you to approve this project including the Whole Foods store!!! Our neighborhood is in dire need of a full service grocery store and it's addition would be a huge improvement to the corner of Stanyan and Haight and the entire surrounding neighborhood. It is also environmentally wise as it would reduce the need of the neighbors to drive longer distances to buy groceries. Please approve this project.

Thank you,

Rhonda Clark

- > We are very supportive of the project in its
- > current scope and size. The project represents a
- > great step forward for what should be a landmark
- > corner of our neighborhood.
- > 2) A full service store will insure that we as
- > residents do not have to regularly travel to other
- > parts of the city for groceries which is good for
- > the environment. Vehicle traffic associated with the
- > site should not be significantly different than it
- > was for Cala Foods.
- > 3) Anything less than a full service store will
- > have significant negative environmental impacts: a)
- > the lot will remain a blight on our neighborhood
- > for years to come while it languishes in redesign,
- > and b) residents will be forced to continue driving
- > to more distant stores for their grocery needs.
- >
- >



Amanda Clarke

amanda@adventgroup.co

03/07/2008 08:59 PM

To: sarah.b.jones@sfgov.org

cc: krie@sfpcanal.org

bcc

Subject: Whole Foods at Haight and Stanyan

To: Mr. Bill Wyckio, San Francisco Planning Department

Re: case number 2006.0480E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Amanda Clarke

Amanda Clarke
Advent Group
652 Haight Street
San Francisco, CA 94102
Tel: 415.553.7880
Fax: 415.553.7881
amanda@adventgroup.com



Suzette Clarke
<suzetteclark11@yahoo.co
m>
03/10/2008 08:51 PM

To: sarah.b.jones@sfgov.org
cc: info@plancsf.org
bcc:
Subject: Mr. Bill Wycko, San Francisco Planning Department, case
number 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cula Foods at the same location.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Suzette and Jeff Clarke
(local residents on Willard Street)



"Maurice Conlin"
<mconlin@gmail.com>
Sent by: mconlin@gmail.com
03/02/2008 10:24 PM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Whole Foods application - Stanyan/Haight

My wife and I very strongly support the Whole Foods planning application.

Since the closure of Cula Foods, we have no full-service supermarket in the area, and now have to travel a considerable distance to do our weekly food shop. We badly need a good market in the local area, and if Whole Foods are the only interested company, then we fully support them. I am a senior citizen and increasingly dependent on local services.

Yours truly,

Maurice Conlin
189 Belvedere
San Francisco, CA 94117

1.7

1.7

1.5

1.6



"Molly Cooke"
<mcooke@medicine.ucsf.edu>
02/28/2008 09:01 AM

To "Sarah Jones" <sarah.b.jones@sfgov.org>
cc "Mike Gerny" <HAIA_s@yahoo.com>, "Paul Volberding"
<paul.volberding@med.va.gov>
bcc
Subject Case 2006-0460E

Dear Ms. Jones and Mr. Wycko,

I am writing in strong support of the proposed Whole Foods store to replace the closed Cala Market at the corner of Stanyan and Haight Streets. My husband and I have lived in the Haight for 23 years and raised our three children here. Although I was not a great fan of the Cala, the loss of the neighborhood's only full-service market has been a hardship. I now drive to the Whole Foods in SOMA but for my neighbors without a car that is not feasible and for environmental and health reasons it would be preferable if we had a market within walking distance.

As I mentioned, I have already chosen to shop at Whole Foods. This is because of their commitment to locally grown produce, sustainable farming and fishing practices and their commitment to their local communities. My kids have enjoyed choosing which San Francisco service organization to support with the credits we receive for bringing our own bags. I drive past the Whole Foods on Franklin and California because, while it carries most of the core Whole Foods merchandise, it is small and crowded. A Whole Foods of adequate size would be a significant asset to our neighborhood and a real improvement to the 690 Stanyan site that everyone could use and enjoy, from local people doing their weekly marketing to families picnicking in the park.

My husband, Paul Volberding, would write his own email in support but he is currently traveling. Thank you for registering the comments of two long-time residents of the Haight.

Molly Cooke

Molly Cooke
112 Upper Terrace, San Francisco, CA 94117
tel 415-661-2361
fax 759-7969



"Janna Cordeiro"
<Janna.Cordeiro@ucop.edu>
02/26/2008 12:32 PM
To <sarah.b.jones@sfgov.org>
cc
bcc
Subject Support for Project at 690 Stanyan Street

Re: Support for the Project at 690 Stanyan Street, Case # 2006-0460E

I live on Grove Street near St. Mary's Hospital and I am writing to express my support for the proposed project at 690 Stanyan Street.

As a one-car family, we welcome the addition of a Whole Foods market within walking distance of our home. Whole Foods is an excellent grocery store providing a wide variety of quality fresh vegetables and fruit, every day and gourmet groceries, and other household and beauty products. A Whole Foods just opened up a few blocks from my office in Oakland and we regularly grab lunch from their salad or soup bars or have sandwiches made. Additionally, tourists visiting the park would benefit from a quality store where they could get drinks and picnic supplies to spend time in our wonderful Golden Gate Park.

This location—Stanyan and Haight—is a central spot in our city with tourists, residents of a very busy neighborhood, employees and students of UCSF, USF, and St. Mary's regularly passing through. It's been a real shame to have this space essentially unutilized and an eye sore for the past few years. The addition of housing and a grocery store such as Whole Foods would dramatically improve the situation.

Thank you for your consideration,

Janna Cordeiro
2171 Grove Street
SF, CA 94117

Janna N. Cordeiro, M.P.H.
Coordinator of Special Projects
California Breast Cancer Research Program
300 Lakeside Drive, 6th Floor
Oakland, CA 94612

510.987.9841
888.313.2277

www.CABreastCancer.org

KAREN CROMMIE 628 ASHBURY STREET SAN FRANCISCO CA 94117

RECEIVED

FEB 19 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

February 16, 2008

Bill Wycko
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

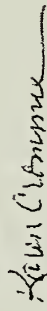
RE: 2006.0460E

Dear Mr. Wycko:

As a Haight resident who has attended countless hours of neighborhood meetings focused on finding a solution for chronic drug dealing and petty crime at the Shtanyan and Haight intersection, the prospect of an upscale market and 62-plus new residents at that location seems, well, simply too good to be true.

I wholeheartedly support the mixed use project at 690 Shtanyan, the revised design and prospective anchor tenant. Problems with the increased automobile traffic can be worked out in a number of ways. The benefit to the neighborhood far exceeds any objections revealed in the DEIR.

Yours truly,



Karen Crommie

1.8



"Tag Cummings"
<tagcumming@gmail.com>
02/23/2008 02:01 PM

To: sarah.b.jones@sfgov.org
cc: HATA_sl@yahoo.com

bcc:

Subject: Case # 2006.0460E - Haight Ashbury Whole Foods/Housing

Hello Sarah-

I'm a resident that lives close to the proposed Whole Foods/Housing proposal for 690 Shtanyan. I have looked over the EIS and totally support this project as it is presented in the EIS. A good number of new housing units are proposed, and the improvement that will be made to what is a very significant corner will be substantial and is certainly needed. The inclusion of the full-service Whole Foods is a very necessary addition to the neighborhood, as this will allow my wife and I to walk to get everything we need- currently we drive. This is a dynamic and exciting part of the city, and the need for a complete grocery store is very real.


I appreciate you considering my input, and look forward to walking to my new Whole Foods as soon as possible!

Sincerely,
Tag Cummings
508 Hugo St
San Francisco


1.7

1.5

1.7

 To: sarah.b.jones@sfgov.org
cc: cuttspny@aol.com
03/08/2008 09:11 AM
bcc: Cella mkl. Plans at Height and Slanyan
Subject: Cella mkl. Plans at Height and Slanyan

Dear Sirs:
I have lived in the area for 25 plus years. While I regret the loss of Cala Mkl. where I regularly shopped, I am entirely in favor of the plan for a Whole Foods Mkt. and housing. Most of the HANC people basically miss the sixties, but things are different now and they do not speak for me or most of the neighbors.
Please approve this sensible plan.
Thanks for your consideration,
Gordon Cutts
1451 Willard St.
Supercharge your AIM. Get the AIM toolbar for your browser.

Donna Curry
<donna_curry@aon.com>
03/03/2008 04:08 PM
 To: sarah.b.jones@sfgov.org
cc: hila_sf@yahoo.com, Rosa Minikami@sfgov.org
bcc: Case No. 2006.0460E
Subject: Case No. 2006.0460E

I am writing in support of the above-referenced Case No. regarding the proposed Whole Foods project located at the corner of Slanyan and Height Streets. 1.8
I have lived in the neighborhood for over 18 years and with the closing of Cala Foods have had no place to purchase groceries without taking at least one bus since they closed. This project would help our neighborhood tremendously and would be greatly beneficial to all the residents who now have to find a way to get to a grocery store. 1.5
Please accept the draft EIR as is without further delay so that we may have a place to purchase groceries without having to rent a car or take the bus far away. 1.8

Thank you,
Donna G. Curry
1901 Page Street
San Francisco, CA 94117



"John Dallas"
<john.g.dallas@gmail.com>
03/10/2008 11:23 AM

To: sarah.b.jones@sfgov.org
cc: info@plancsl.org
bcc:
Subject: case number 2006.0460E

To: Mr. Bill Wyeko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs viable grocery store to serve a large, diverse population. 1.8

As we've learned on the other end of the panhandle--when a grocery store (Palletti's) opens, neighbors walk to it frequently.

In addition, this corner sorely needs development and attention. It is so central to the area and the transit lines, yet so neglected. This proposed development will not create a negative environmental impact for San Francisco. 1.5

Sincerely,

John Dallas

--
John Dallas
Hill & Co.
415.939.5764



westbayralph
<westbayralph@stcglobal.net>
03/08/2008 06:52 PM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Stanyan and Haight Streets

To whom it may concern:

My wife and I strongly urge plan for a Whole Foods grocery outlet at the former Cala Market on Haight and Stanyan to be allowed to proceed. 1.8

Ralph Daniels
472 Belvedere Street
SF 94117
(415) 665-2784



"Kelly burt Deasy"
<kbd1062@gmail.com>
03/10/2008 10:45 AM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: whole foods

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Kelly Deasy

--
KBD
kun.francisco



"Erica deSouza"
<erica.desouza@gmail.com>
02/26/2008 09:53 AM

To: sarah.b.jones@sfgov.org
cc: HAIJA_sl@yahoo.com
bcc
Subject: case number 2008.0460E - Support of the Whole Foods on Stanyan

As a resident of Ashbury Heights I would like to say that I am strongly in support of the Whole Foods on Stanyan Street. It would save me from driving across town (I could actually WALK to a full-service grocery store), would be great for the neighborhood and HOPEFULLY would help clean up the gate to Golden Gate Park, which currently I would never walk through because it is unsafe.

Thank you for working on this!

Sincerely,
Erica Desouza
220 Upper Terrace



"Dassouky, Hilary"
<HDassouky@erl.com>
03/01/2008 06:40 PM

To <sarah.b.jones@sfgov.org>
cc <HAIA_sl@yahoo.com>
bcc
Subject Whole Foods Market - Case Number 2006.0460E

Dr Mr. Wycko,

As a resident of Cole Valley, I'm writing to express my wholehearted support of the Whole Foods Market/Housing Development project at 690 Stanyan street in its current scope and size. This project is just what the neighborhood needs on a prominent corner of the city. In keeping with the core values of San Francisco, the Whole Foods project would have a positive impact on the environment as residents from all of the surrounding neighborhoods could walk to get their groceries or stop in on the way home from work and as a result avoid driving out of the way to other, more distant grocery stores.

I hope to see the project move forward as planned and look forward to the positive impact it will have on the environment and the neighborhood.

Thank you,
Hilary Dassouky

1.7
1.5



"Daniel Donahoe"
<daniel@clairwineries.com>
02/25/2008 10:18 AM
Please respond to
<daniel@clairwineries.com>

To <sarah.b.jones@sfgov.org>
<HAIA_sl@yahoo.com> <ross.nikolai@sfgov.org>
cc "Alexis Woods" <alexiswoods@lmu.net>
bcc
Subject Whole Foods - Stanyan & Haight

Dear Sarah,

I am writing to lend my full and unconditional support for the new Whole Foods development at Stanyan and Haight Streets. My wife Alexis and I have been property owners a few blocks away from the site for over a decade, and residents of the neighborhood for over 15 years. We have experienced many changes in the neighborhood over these years and believe the proposed Whole Foods development brings the most positive one to our neighborhood in all of this time.

I believe the old Cala Foods was a blight on the neighborhood, supplying a good deal of the liquor the vagrants and transients consumed at the entrance to the park. Walking our children through that "gauntlet" was always a challenge, what with the foul language and dangerous atmosphere - and it still is today, even with the increased SFPD presence.

I wanted to write and simply let you know that I am 100% supportive of the proposed development in its current scope and size. The development represents a huge step forward for a site that has historically done nothing but enable the dark underbelly of Haight Street and the entrance to the Park. Additionally, a full service store will enable us to walk and not drive - a positive for the environment and SF traffic. Vehicle traffic at the new site should not be any different than at the old Cala Foods site.

Finally, I believe that anything less than a full service store would have significant negative impacts on the neighborhood; the lot would remain the eyesore and blight that it is, further encouraging the negative element it currently attracts.

Please feel free to contact me with any questions.

Sincerely,

Daniel Donahoe
739 Cole Street
San Francisco 94117
415.613.8399

1.6
1.8



"Kathryn Douglas"
<kdouglas@therightmovegroup.com>
03/03/2008 09:34 AM
To: <sarah.b.jones@sfgov.org>
cc:
bcc:
Subject: Whole foods project - yes!!

I support the draft EIR findings for the 690 Stanyan St. project, for all of the following lists reasons. I live on Page Street and would be thrilled to have this quality of shopping in my neighborhood. Please don't deny this progress for our neighborhood. Thank you.

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cita Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Regards,

Kathryn Douglas

Vice President - Destination Counseling
The Right Move Group
275 Battery Street - Suite 200
San Francisco, CA 94111
415 782-5250
www.therightmovegroup.com



Bill Wycko<CTYPLN@SFGOV>
02/14/2008 09:11 AM
To: Sarah B Jones<CTYPLN@SFGOV>
cc:
bcc:
Subject: Fw: Case # 2006.0460E - 690 Stanyan Street Mixed Retail/Residential Project

----- Forwarded by Bill Wycko<CTYPLN@SFGOV> on 02/14/2008 09:11 AM -----



"Joan Downey"
<jdowney@comcast.net>
02/14/2008 12:40 AM
To: <bill.wycko@sfgov.org>
cc:
Subject: Case # 2006.0460E - 690 Stanyan Street Mixed Retail/Residential Project

Dear Mr. Wycko,

I support the concept of having residential units over a full-service grocery store at Haight and Stanyan. Here are my comments re the DEIR:

AESTHETICS

Since this building is at one of the main entrances of Golden Gate Park, I hope the building design will be more attractive than the one shown in the DEIR.

TRANSPORTATION

Transit: Could the bus stops adjacent to the project be converted to bulb-outs? Can we require that Whole Foods give a discount to those who don't drive to the store?

Pedestrians: I hope that you can come up with something better than installing flashing lights and an audible signal to indicate that a vehicle is exiting the garage to help pedestrians. How about installing a warning system to tell the drivers that a pedestrian is approaching?

ALTERNATIVES TO THE PROPOSED PROJECT

Why wasn't the alternative of a three-story building with a full-sized (34,000 sq. ft.) specialty supermarket, and two stories of residential units considered? I would be interested to having the impacts of that configuration studied.

Regards,

Joan Downey
324 Carl Street
San Francisco, CA 94117

RECEIVED

To Bill Wycko.

MAR 10 2008

March 5, 2008

CITY & COUNTY OF S.F.

PLANNING DEPARTMENT

1650 Mission Street Suite 400

San Francisco, CA 94103

I am a resident on the 1900 block of Page Street. I have been reviewing the draft environmental impact report on the 690 Stanyan Street project, Case No. 2006.0460E. Please respond to these concerns or omissions in the report.

Page Street is part of the Citywide Bicycle Route #32. The report states that Page Street will be used for both north bound garage bound trips and southbound garage exiters. This is due to the left hand turning mitigation into and out of the proposed garage entrance on Stanyan Street. I see no mention of how bicycle traffic would be impacted.

The 1900 block of Page Street is also the home of a Boys and Girls Club. During peak use hours of this youth organization, parents or guardians use Page Street as a loading zone for children. Currently there is no loading zone for the Club. Often, cars are double parked on the north side of the street causing congestion. DPT is called frequently to mitigate congestion and neighborhood frustration related to this loading/double parking.

As indicated in the report employees, up to 90 would not have parking on the site. Parking spaces for residents would also be "unbundled" and would be an additional cost. Plus, there would not be a one for one space for each residential unit. 1900 Page is not a permitted parking street. There are a number of elderly and aging residents on this block some of whom do not have garage space. Both shoppers and employees would use our street to park. During construction, workers would also be incented to use the closest, non permitted, non hour regulated parking, our street. How will the project mitigate this? The current plan does not include adequate measures for this.

Stanyan Street is a main emergency services artery for St Mary's, UCSF and a fire station on Stanyan. The draft EIR does not adequately address how traffic flow would be mitigated.

The EIR also speaks of only one truck bay on Stanyan that can accommodate only two of the 27 needed semitrucks to replenish this regional supermarket. 5 sixty foot trucks per day for the supermarket? The draft EIR states that in order to use the loading dock, the truck would need

to cross over lanes of traffic then backup. The report does not adequately address how the project will mitigate this. Please include how MUNI and emergency services could be impacted by this truck maneuver. This truck bay is also on the same side as the garage entrance. Shoppers and residents entering and exiting the proposed garage would certainly be delayed as well with such a truck maneuver. Please also respond to how MUNI bus lines will be impacted by this truck plan. One truck bay and additional truck loading street space is not adequate mitigation.

My residence would certainly be impacted by the scale of such a large, tall building. In the winter months, mid November to mid January, I will no longer have sunlight coming in my residence. I grow food in my backyard and will no longer be able to have my garden's bounty due to the lack of light for a greater part of the year. The many fruit trees will certainly suffer along with the wild life in the area due to decreased food production due to increased shading from the proposed project height. Please include more adequate studies on how sunlight will affect residences. It would be appropriate to have measures in place to mitigate shade by terracing the building on the north side even more, where patios are currently planned. The shadow analysis does not seem accurate to my observances of in living here with the current building in place and the scope of the proposed site.

As a registered nurse, I am concerned about health and air quality. An excavation, three stories underground, of this scale is huge. Dust and all other kinds of particulate matter will be released into the air. The draft EIR states that it will spray potable water on the dirt to decrease dust only once a day. This does not seem adequate for such a high wind area as a site like this.

Also in regards to health and air quality, the report is incomplete as to how HVAC and garage exhaust will be addressed when the building is up. It only states that during construction vehicles will be encouraged to be turned off when not being used. I would like to see strict enforceable measures on idling engines during construction and for delivery trucks if the project goes forward.

Level of service for pedestrians was grossly overlooked in the report. I cross Stanyan when entering the park at Page. As the report states, traffic would increase on Page. I have witness too many near missed with cars on cars, cars on bicycles, cars and pedestrians. Even though a neon yellow pedestrian crossing sign is posted in both direction as reminder to autos, I use extreme caution when crossing with my young child. The

6.3
Park Branch of the Public Library is located on Page between Shrader and Cole. There are infant and young child programs during the weekday. Often mothers with children in strollers go from the library to the new Koret playground entering the park by crossing at Page. I eagerly await adequate mitigation to this potentially fatal oversight in the report.

6.10
The Transit Effectiveness Project TEP was not cited in regards to MUNI service lines like, 7.71, and most surely effected 33. This is a transit preferential street. The report does not adequately address public transit impacts.

7.1
The air quality portion of the report did not include the Boys and Girls Club that is in service for recreation and for a sensitive population and how the project could affect them!

7.1
With the increase in vehicle trips our immediate neighborhood would certainly become a hot spot for Greenhouse gases and carbon monoxide. Service agencies exist within one block for at risk children on Waller, a women's shelter on Cole and the Haight Ashbury Neighborhood Clinic on Clayton. Sensitive populations also exist on my block. There are small children and elderly. One woman with congestive heart failure and chronic obstructive pulmonary disease will most immediately be affected.

9.3
Waste water was largely underaddressed as well. The PUC has done extensive work on the 1900 block of Page three times in the last year. Our fragile waste water system is aging and in need of a huge overhaul. The report does not address how the new project would impact our pipes. A huge grocery store and 60 plus residences would certainly require a huge increase of service compared to the old site.

4.4
As I am happy to learn, the proposed project facade is still being discussed. With the cultural and historical nature of this neighborhood, the project look should be appropriate. The rendering in this report does not resemble the look or feel appropriate for the official entry way to Golden Gate Park or the historic Haight Ashbury neighborhood.

Thank you for your time and consideration.

Regards,
Holly Edson RN



Carrie Egan
<carrie.egan@comcast.net>
02/26/2008 03:16 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: case number: 2006 0460E

Dear Mr. Wycko,

re: case number 2006.0460E.

1.7
1.5
As a resident of Frederick Street near Stanyan, I am writing in strong support of the development of Whole Foods Market on the corner of Haight and Stanyan. Our neighborhood needs a full service, quality grocery store that we can walk to. The traffic impact was shown to be minimal to our neighborhood and it will be wonderful to not have to drive across town with small children to get groceries. I think that it will also enhance our neighborhood to get out of our cars and walk to our "local" store, this will enhance community building. The upgrade of this corner of Haight Street is important as it serves as the entrance to our amazing park and such an investment in quality housing, and high quality grocery store should serve as another enhancement to the park.

Sincerely,

Carolyn Egan

455 Frederick Street

"Stouffer Egan"
<stouffere@stouffery.com>
02/25/2008 12:54 PM



To: <sarah.b.jones@sfgov.org>
cc: <HAIJA_@yahoo.com>, <xross.mikakim@sfgov.org>
bcc:
Subject: Support for Case Number 2006.0460E

Dear Sarah,

I am writing to emphatically make the following points in support of the proposed development at Stanyan and Haight in it's current form.

- I am a neighbor and would greatly appreciate the ability to access a full service grocer to meet my household needs without using a car.
- We see the project, as proposed, as representing a significant private investment bolstering past public spending that is at significant risk of being ineffective if not bolstered with private spending. I am referring to the significant public expenditure on the Gateway to Golden Gate Park as well as the Children's Playground. If you Google the gate and the playground you can find significant feedback from families that they love the new playground but feel unsafe passing through the gate surrounded by people who are often threatening to families with children via pit-bulls and frequent drug usage. The neighbors feel very optimistic that the proposed development would help to curb this element. The significant expenditure on the Emery Gate has been rapidly wasted as the area is treated abusively by this loitering contingency.
- Furthermore, my family and I are very active in environmental issues and understand Whole Foods to be the most responsive and progressive grocer in America to the important issues that impact our environment. Whole Foods are more conscious and responsive with regards to promoting and using more locally sourced products thereby reducing carbon prints from food products. This will become a significant issue to us all in the coming years and it is important that we consider the positive EIR findings as well as the positive Environmental record of the proposed tenant vs. the poor comparative records of alternative grocery tenants. Whole foods also has the best ratings in the industry for R&D that yields the best ratings in "goods density" in the store which gives consumers more products with less space and energy usage as well as using the most environmentally friendly policies in bag usage, refrigeration and other important issues.

Sincerely,
Stouffer Egan
455 Frederick St.
San Francisco, CA 94117

Stouffer Egan
CEO, Anonomy Inc.
415-625-1400



"Gregor Ehrlich"
<gregorehrlich@gmail.com>
03/05/2008 05:37 AM

To: sarah.b.jones@sfgov.org, info@plansf.org
cc:
bcc:
Subject: Whole Foods at Haight/Stanyan

>
>
> To: Mr. Bill Wycko, San Francisco Planning Department
> Re: case number 2006.0460E
>
> I am very supportive of the Whole Foods project at Stanyan and
> Haight in its current scope. We need housing, and this neighborhood needs a
> viable grocery store to serve a large, diverse population. When
> construction
> is completed and Whole Foods opens, people will find it easy to walk to the
> grocery store, or get there easily by public transit, both of which are
> great for the environment. With other Whole Foods Markets in the city,
> there
> is no reason to believe 690 Stanyan will become a unique magnet for
> shoppers, and the traffic will be manageable - no worse than traffic
> associated with the former Cala Foods at the same location..
>
> In addition, the proposed project will not only beautify this
> significant corner, but it will also become an important landmark as both
> an
> entrance to Golden Gate Park, the west end of the Haight St. merchant
> corridor. The net result will not create a negative environmental impact
> for San Francisco.
>
>

1.7

Lena Emmerly
1443 WILLARD STREET SAN FRANCISCO, CA 94117
TEL 415.461.0061

emmerly@sf.gov



"Richard Ensor"
<cs94117@gmail.com>
02/25/2008 02:38 PM

To sarah.b.jones@sfgov.org
cc
bcc
Subject support for 690 Sianyan Street Project

To Whom It May Concern:

As a resident of the 100 block of Belvedere Street I am writing to express my support for the proposed 690 Sianyan Street Mixed Retail/Residential Project now being reviewed by the Planning Department. This project will in my opinion have a positive environmental impact in the of the neighborhood in many ways. A large fenced parking lot in front of an empty grocery store is an eyesore to residents of the neighborhood. Large vacant buildings can become a slow spreading cancer to the commercial and residential viability of an neighborhood. Instead here is a chance to have it be the site of a dynamic new full service grocery store and 62 residential units. Both of these are sorely needed in the community. Having a new and prospering retail operation and 60 units of housing opposite the entrance of the crown jewel of the San Francisco park system is only a positive. The close proximity of the Whole Foods Market will be wonderful convenience for the residents of the neighborhood. It allows them to avoid either driving their autos or taking time consuming public transit trips to grocery shop. We don't need a downscaled version of a store that more resembles a mini mart. The Haighi Ashbury of the 60's is but a lingering memory and one whose time has surely past. There are detractors to this project who cling to 60's mentality of the neighborhood and don't recognize the evolution of the neighborhood. The neighborhood has grown and grown up. A project such as this will continue to improve the area. Those naysayers who condemn the neighborhood moving forward are trapped in the past and will resist change at every turn. Please add my name to what I believe is an ever expanding group of neighborhood residents who support this positive growth.

Sincerely,

Richard Ensor

1.8

February 25, 2008
San Francisco
Planning Department
Via email: Sarah.B.Jones@sfgov.org

Re: CASE #2008.0400E

Dear Ms. Jones,

I am writing as a longtime resident of the area to voice my strong support for the full proposed project. This is not the time to cut back on a well conceived project that will provide great benefit for our neighborhood. The project fulfills the need for housing, parking and a full service high quality grocery store.

It is time for this vacant lot to contribute to the quality of life of our neighborhood

Sincerely yours,

Lena Emmerly

Lena Emmerly

cc: lisa.slayshock.com
Bjones@wikia.com@sfgov.org

Ariane Eroy
54 Delmar Street
San Francisco, California 94117
February 4, 2008

Dear Mr. Wycko,

I live in the Haight Ashbury district, and am writing you to protest the construction of a multi-purpose building as proposed at the corner of Stanyan and Haight Streets for the following reasons:

- 1) The neighborhood, which is presently shared by residents and tourists alike, cannot reasonably accommodate another 13,000 visitors per week without seriously compromising its integrity. A busy market would sacrifice the air quality as well as the safety of pedestrians at an already precarious intersection, for most likely there would be steady traffic in all directions pouring into a small parking lot facing the park. 1.2
- 2) I am opposed to the building of a Whole Foods in my neighborhood, even though I personally only shop for food in health food stores or at farmer markets. The Haight-Ashbury District already has two grocery stores that offer organic food: Real Foods (renamed Fresh Organics) on Stanyan (between Carl and Parnassus) and Haight Ashbury Market, on Haight (between Ashbury and Clayton Streets). I shop at Real Foods at least twice per week. Nearby we also have Trader Joes and Lucky's, as well as many smaller markets. We need responsible City planning to ensure the continued health and existence of smaller stores in our fragile neighborhoods. Whole Foods, on the other hand, is a nationwide chain store, selling highly priced items while underpaying its non-unionized workers. 1.2
- 3) Finally Stephen Antonaros' proposed building is both cheap and garish in design. It's sharply protruding angles and chaotic facade is offensive to the eyes. It proves that the project is merely a for-profit venture. It symbolizes the careless and uncaring aspects of the business world, one that objectifies consumers and the environment while focusing on enriching its corporate CEOs and stockholders. Such a building, with its heavy flow of traffic, would mar a historic neighborhood that needs protection. 4.5

Sincerely Yours,
Ariane Eroy, MA

March 2, 2008

Mr. Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko,

SUBJECT: Comments Concerning 690 Stanyan Street
Draft Environmental Impact Report (DEIR), Case No. 2006.0460E

Thank you for the opportunity to provide comments on the 690 Stanyan Street DEIR. As a long-standing neighborhood resident who is intimately familiar with the 690 Stanyan Street area through both walking it and driving through it on a daily basis for the past 13 years, I will present key concerns that call into question the accuracy, adequacy, and also the reliability of the subject's Draft Environmental Impact Report. My concerns also relate to the Planning Department's process for reviewing and approving draft Scopes of Work submitted to ensure that such Scopes of Work objectively and holistically address proposed project's impacts. 12.1

My chief concerns relate to the Transportation Study, dated January 3, 2008, that was prepared by LCW Consulting. Based on this Transportation Study, the DEIR on Page 84 concludes that "the proposed project would not result in a significant adverse impact on traffic, transit, parking, loading, pedestrian or bicycle conditions."

However, this conclusion of the DEIR is based on a materially flawed and defective Transportation Study that fails to consider crucial issues that determine the actual traffic patterns that exist not just during narrow points in time, but during the entire year. The Transportation Study also fails to mention numerous significant contributors to the traffic patterns that a holistic and complete study must consider. These flaws, if not addressed, would pave the way for a development that not only creates traffic snarls, but also the greater likelihood of serious traffic accidents and injuries, especially at the key intersection of Haight and Stanyan Streets. 6.1

First, there is an intrinsic seasonal bias in the traffic sampling methodology used by LCW Consulting that is especially pronounced given the nature of the location of the subject as the "Gateway to Golden Gate Park": an internationally known destination. In particular, the two days selected for the Traffic Study were November 30 and December 2, 2006 (between Thanksgiving and Christmas). This "point-in-time" data sampling methodology is seriously and materially biased since it -- by accident or design -- selects the time-period when the fewest cars, bicyclists, and pedestrians would be counted. For instance, the point-in-time selected is one which has the fewest Golden Gate Park picnickers, the fewest tourists, the fewest Park Concerts, and the lowest temperatures. There was no discussion of any seasonal issues, nor any proposed adjustments to the data

to account for times of the year during which Golden Gate Park use is greater than the time selected (again, the sampling occurred between Thanksgiving and Christmas).

The significant and material underestimation of the traffic and pedestrian trip generation counts colors every other piece of data that is derived from this, and thus, calls into question the reliability of the Transportation Study itself and the DEIR informed by it. (By the way, as is widely known, JFK Drive is closed on Sundays, so obtaining both Saturday and Sunday data samples would be more objective, rather than obtaining only Saturday samples.) At a minimum, the consultant should have also obtained data in the peak park use months, and not relied solely on data gathered at a point-in-time at which park use is at its lowest. This points to a lack of objectivity or an inadequate level of performance, either of which should have been addressed.

The Traffic Study is also incomplete and inadequate in its failure to discuss the key role Stanyan Street plays as a major traffic thoroughfare. For instance, it does not identify key emergency service locations in materially close proximity to the site. For example, there is a Fire Station at Stanyan and Grattan whose vehicles travel on Stanyan Street to go in a Northbound direction, and there is the St. Mary's Hospital Emergency Room at Stanyan Street and Fulton and ambulances use Stanyan Street to get there.

Furthermore, the Traffic Study does not mention that cars use Stanyan in the Southbound direction as a major thoroughfare to get to Panassus Avenue (UCSF is nearby) and 17th Street. While driving Southbound on Stanyan at peak use times, cars need to get into the right lane to avoid the back up at Haight Street resulting from cars turning left from Stanyan onto Haight at the intersection of Stanyan/Haight. These Southbound Stanyan drivers then need to get into the left lane in order to remain on Stanyan to get to their destinations since the right lane itself turns onto Frederick Street. These drivers also need to be mindful of the MUNI buses in the right lane and bus zone of the bus stop at Stanyan and Haight on the Southwest part of the intersection. However, the right lane at Beulah Street is where cars drive to turn right into the Kezar parking lot (and possibly a Skate Park at Waller and Stanyan Streets, in the future). Additional back-ups on Stanyan Street due to the project will worsen this, and this also needs to be analyzed in conjunction with the MUNI buses that turn left from Stanyan Street onto Waller Street.

In the middle of all of this, and of special concern, is the very key intersection of Haight and Stanyan Streets which is crossed by cars, bikes, and pedestrians going to and from Golden Gate Park. It is not even discussed how increased traffic congestion and back-ups due to cars entering the proposed project's garage from a Northerly and especially Southerly direction would cause potential disruptions to ambulances and fire trucks that regularly use Stanyan Street at high speed. Nor does the Traffic Study even provide clear diagrams or maps showing exactly how cars would actually travel across the current double lines to make a Left Turn to the proposed parking garage while traveling on Stanyan in a Southbound direction. It is difficult to provide meaningful comment here when the exact proposal is not shown on a diagram, and one needs to be created and presented to the public showing the new, proposed Left Turn lane to enter the garage.

In addition, there are some existing traffic issues on Page Street related to double-parking at the Boys and Girls Club, that will be exacerbated. This was not discussed, but should be discussed (also see www.chronpage.com). The Trader Joes on Masonic has been a real traffic mess as everyone familiar with it knows, and we all need to learn from that experience. Since the proposed Whole Foods market would be a regional destination, the traffic study boundaries should be expanded to go from Fulton Street up to 17th Street, and from JFK to Masonic.

It is clear to anyone with a passing familiarity of this section of the Haight-Ashbury that the pedestrian, vehicular, and bicycle traffic is higher in the Spring, Fall, and especially the Summer (remember the Summer of Love?), and it is not clear how City Planning did not advise LCW Consulting that a point-in-time data sampling approach would be inadequate and inappropriate here given the nature of the location as a seasonal tourist mecca as well as an important emergency services and transit thoroughfare for the area which includes hospitals and a fire station. Why didn't the Planning Department insist on additional data sampling be used from other points during the year such as the Summer in order to obtain a more objective picture of the volume of all traffic and what this might mean should the proposed project be constructed as proposed? What quality assurance plan does the Planning Department implement to ensure that such oversights do not occur on future studies, OR do the problems with this study relate to weaknesses in the Planning Department's own Transportation Impact Analysis Guidelines, OR did Planning staff simply miss these issues during the transportation scoping meeting that occurred on October 24, 2006? In essence, is this failure to consider seasonal bias error and holistic considerations a systemic, procedural failure, or staff performance, or a combination of both? What steps are being undertaken by City Planning to prevent this on future Transportation Studies for other proposals?

Getting back to the subject, what steps will be taken to address the clear weaknesses of the current Transportation Study on which part of the 690 Stanyan Street DEIR is based? Unless the Transportation Study is redone to address the concerns above, the DEIR itself will be unreliable and therefore, the proposed project should NOT be approved. It is simply unacceptable base an EIR on flawed data and on an analysis that makes pieces of a puzzle (but not all the pieces), but does not consider the seasonal, holistic context and implications. Our public safety is at stake here, so please consider this carefully.

Along with this, I am also concerned that the Aesthetics of the proposed façade of the 690 Stanyan Street development do not fit in, nor are they in keeping, with the Victorian-era buildings around it. The proposed design is cluttered and obtrusive which is sad considering its proximity to the Stanyan Park Hotel at Stanyan Street and Waller Street (1 block to the South) which has a vastly more refined and tasteful design. It is inappropriate to simply put the review of the impact of this important façade which will establish a significant future part of the "Gateway to Golden Gate Park" to the Planning Department and Planning Commission as part of a separate project review when the nearby Stanyan Park Hotel is on the National Register of Historic places. Since the proposed building will likely still be standing 100 years from now, since the building will

be in an architecturally significant neighborhood, and since San Francisco and the historic Haight-Ashbury values Historic Preservation, we owe it to future generations to design a much better façade. This can be done, and should be considered as part of the EIR process given its architectural, historical, and locational prominence.

4.5

Thanks again for the opportunity to provide comments. If you should need anything further from me, please call me at 415-864-2524. I would be happy to meet with you or others at the proposed project site to show you first hand exactly what I have described above in this letter.

12.1

Sincerely,



Larry Ferguson
1378 Waller Street, Apt. 6
San Francisco, CA 94117

RECEIVED

MAR 10 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
OFFICE

RE: Case # 2006.0460F
690 Stanyan

Planning Department
ATTN: Bill Wycho
1650 Mission St., Suite 400
San Francisco CA 94103

Dear Mr. Wycho:

I am writing to express my concerns about the current plan for developing the corner that used to house CALA on Stanyan, at Haight Street.

I will be brief. Here are the points I would like to make:

6.3

1) That corner is a main entry to Golden Gate Park, it is heavily traveled by pedestrians, and the Boy's and Girl's Club is right around the corner. Stanyan is a busy thoroughfare; with cars often traveling rapidly. I really fear the projected increase in auto traffic that this current plan will bring will lead to pedestrian injuries and even deaths.

1.1

2) The massive size of the proposed project will be out of step with the neighborhood, and the proposed design is, well there is no other way to say it, is just plain ugly. We live in a beautiful part of the City, and any new buildings should add to that beauty and not be so out of character with its neighbors that it will stand out in its "sore thumb" qualities.

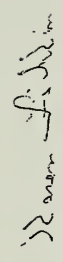
1.2

3) I totally agree that we need more housing and also a full-service grocery store for the neighborhood. However, the housing will be beyond the ability of most nearby renters, (who love the area and would love to stay as property owners) to purchase. And I fear that Whole Foods, while excelling in presentation and offering quality goods, will also be out of reach for regular neighborhood shoppers. Too expensive! It will have to be supported by those traveling by car, and leads us back to my first concern.

This is an important corner in the City, and deserves better than this plan as it currently stands.

Thank you for your attention to this matter.

Karen Fishkin
1742 Fell St.
San Francisco
CA





"Fox, Linda"
<FoxL@derm.ucsf.edu>
03/04/2008 11:16 AM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject:

I support the draft EIR findings for the 690 Stanyan St. project, for the following lists reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Linda P. Fox, MD
Assistant Professor of Clinical Dermatology
Director, Hospital Consultation Service
Department of Dermatology
University of California, San Francisco

Mailing address:
1701 Divisadero St, 3rd Floor, Box 0316
San Francisco, CA 94115
w:415-353-9609
c:415-312-4143
p:415-443-9665



"Lorrie French"
<lorrief@earthlink.net>
03/06/2008 08:34 AM

To: <sarah.b.jones@sfgov.org>
cc: <info@plancs.org>
bcc:
Subject: Whole Foods Project

To: Mr. Bill Wycko
San Francisco Planning Department

Re: case number 2006.0460E

I live in the Haight and I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get their groceries by public transit. Both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe the 690 Stanyan Street will become a unique magnet for shoppers and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location. It not only will clean up and beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Lorrie French
1325 Page Street #4
San Francisco, CA 94117
lorrief@earthlink.net



6.20

7.2

1.8/11.1



"Stacy Fuchs"
<SFuchs@bristolgroupinc.co
m>
03/07/2008 01:19 PM
To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: Whole Foods (Haight)

Hello Sarah,

You have been identified as the person to contact to register support for or opposition to the proposed Whole Foods project in the Haight. We are a family of five living in the Inner Sunset and we are in favor of the proposed Whole Foods project. I realize this note is brief so, if you need any additional information, please let me know.

Thank you,

Stacy Fuchs

1.7

February 26, 2008

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission St, Suite 400
San Francisco, CA 94103

Subject-Haight and Stanyan Project
Response to Draft EIR

Dear Mr. Wycko,

Traffic

The proposed project at Haight and Stanyan will generate approximately 2000 car trips a day. The project will be adjacent to the main pedestrian entrance into Golden Gate Park. With increased motor vehicle greatly increasing at the Haight and Stanyan intersection as a result of the proposed project, the dangers to pedestrians entering and leaving Golden Gate Park and especially to parents with children going to Childrens Playground are also greatly increased.

6.2

Describe in detail the negative impacts that increased motor vehicle traffic will have on pedestrians entering Golden Gate Park?

What mitigations will reduce the dangers to pedestrians?

Architecture

For people entering the Haight Ashbury from Golden Gate Park, this new building will dominate the first glimpse of this world-famous neighborhood. The Haight Ashbury is not only famous for the Summer of Love, but for its Victorian and Edwardian architecture. Nearly all the buildings along Stanyan Street and across from Golden Gate Park are Queen Anne Victorians or Edwardian apartments. The two exceptions are St. Mary's Hospital and McDonald's.

The architectural renderings show the proposed building as harsh and cold, rather than rustic and warm. The brutal modern steel structure is insensitive to the traditional architectural character of the Haight Ashbury and clashes with the naturalistic landscape of Golden Gate Park.

4.5

Shouldn't this prominent new building be designed to fit into the architectural character of the neighborhood as mandated by Proposition M?

Shouldn't this building be designed to be sensitive to the naturalistic landscape of Golden Gate Park?

Sincerely,

Greg Gaar
San Francisco

"Samuel Gabriel"
<gabriel.family@gmail.com>

To sarah.b.jones@sfgov.org
cc HAU_sfg@yahoo.com
bcc
Subject case number 2006.0460E

02/26/2008 09:58 PM



Dear Sarah B. Jones;

We have lived in our home at 733 Cola Street for over twenty years. Only in the last few have we been without a full service grocery store, causing us to travel by car to other neighborhoods to supply daily needs to our household of six people.

- 1) We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood. 1.5
- 2) A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods. 1.5
- 3) Anything less than a full service store will have significant negative environmental impacts: a) the site will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs. 1.6

Regards,

Sam Gabrielli and the Gabrielli Family 1.8



"Christina Gaujei"
<cgaujei@google.com>
02/22/2008 04:11 PM

To sarah.b.jones@sfgov.org
cc Ross.Mikazimi@sfgov.org
bcc
Subject Haight/Slanyan Development

RE: Case Number 2006.04603

Hello,

I'm writing to urge you to please support the full development (grocery, housing, adequate parking) of the Haight/Slanyan lot. We desperately need a full-service grocery store such as Whole Foods in the area. There is no place, currently, to buy all the necessities one would need to care for your family on a daily basis. Residents need a place to buy groceries, diapers, pet food, cleaning supplies, etc. without getting into their cars to go to other neighborhoods such as the Lucky at Fulton Market, Costco in SOMA, Safeway in the Castro, etc. 1.7

I am a 12-year resident of the Haight-Ashbury and we've never had a good grocery store here (Cala was sorely lacking, with expired food & bad produce). Having no grocery store is even worse, however. 1.5

Thank you
Christina Gaujei 1.7



"Mike Gerrity"
<mgerrity@pacbell.net>
02/25/2008 11:23 PM
Please respond to
<mgerrity@pacbell.net>

To: <sarah.b.jones@sfgov.org>
cc: <HAIA_s@yahoo.com>, <ross.mikarimi@sfgov.org>
bcc:
Subject: Support for Whole Foods Development: case number 2006.0460E

Dear Ms. Jones:

I am writing to express my full support for the proposed Whole Foods Development at 690 Stanyan. I have reviewed the Environmental Impact Report thoroughly and believe that on a macro level the document provides a fair assessment and a generally positive endorsement for the development.

My concern as a resident of nearby Cole Street is to make sure your office fully considers the highly negative environmental impact of not approving this project in its current scope.

Firstly, our neighborhood needs a full service grocery. Anything less will mean my family will continue to have to drive out of the neighborhood on a regular basis for our groceries - and with 3 young children those trips are very frequent. The developer & Supervisor Mikarimi have made clear that virtually all major grocers were approached as possible tenants and only Whole Foods expressed a viable interest. In turn Whole Foods has stated that reductions to the amount of store space provided would cause them to withdraw from the project. A reduction in scope is therefore tantamount to no full service grocery in the neighborhood.

Secondly, the corner of Stanyan and Haight should be a landmark corner welcoming visitors and residents alike into Golden Gate Park. Converting the current derelict lot to a multi-use building with a renowned anchor tenant is a huge step forward for this site. Any reduction in scope would undoubtedly cause delays that can be measured in years and in the meantime this corner will remain a major blemish on the local environment.

With the above environmental impacts in mind I urge you to move this project forward through the planning process with all possible speed.

Sincerely,

Michael Gerrity

=====
Michael Gerrity
737 Cole Street
m: 415-902-4593



m gilkey
<mgilkey@yahoo.com>
02/03/2008 10:18 AM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Whole Foods

Hello Ms. Jones--

I understand that you are the person on the Planning Commission to correspond with regarding the proposed Whole Foods store on Stanyan, and Haight.

I would like to go on record as stating that I support the proposed store as I feel it would be a good fit for the neighborhood.

As a regular Whole Foods shopper, I usually drive to the store on Franklin, or by my work in the East Bay. If there was a Whole Food store there on Stanyan I'd be able to walk, or bike, which is much more ecologically sound than driving.

The eco aspect of having a quality neighborhood food store is important. We also shop at Trader Joe's on Masonic, and due the awkward layout of the parking lot for that location, we are often part of a line of cars which extends around the block, idling, just waiting for a place to park.

Also having a responsible corporate neighbor in Whole Foods might help diffuse the transient population that congregates at the intersection of Golden Gate Park. This rotating group of "confident" teenage runaway drug users, and homeless, deters us and others from using our best entrance to the Park (Sharon Meadow, the Carousel, Play Ground, etc.). Since we have a young child, we usually go around this area, as we'd rather not expose them to, or have to constantly explain why the people there regularly exhibit aberrant, and often lewd behavior.

I think addition of a whole foods market would upgrade the entire end of Haight street, and the market would be conveniently located on several transportation lines for those who need to use them.

Thank you for your time.

K. Whitney Gilkey
210 Frederick St.



raydlight310@aol.com
03/08/2008 03:20 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: case number 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Erika Gliebe



Matt Gliebe
<matt_gliebe@yahoo.com>
03/08/2008 05:22 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: info@plancsf.org

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Matt Gliebe
Homeowner/Taxpayer - 1757 Page St.



CGstudio2@aol.com
02/24/2008 01:39 PM

To sarah.b.jones@sfgov.org, haita_s@yahoo.com,
Ross.Milkairm@sfgov.org

cc
bcc

Subject Whole Food project Case 2006.0460E

Dear Ms. Jones,

I have just heard that the Haight Ashbury Neighborhood Council is opposed to the Whole Foods and Housing project proposed for Haight and Stryan Streets. Case # 2006.0460E. I don't know a single person in the neighborhood who is not looking forward to having the Whole Foods Store just a couple blocks away. We plan to walk there to shop. An awful lot of people who live in this neighborhood don't have cars. They can't drive to the other larger grocery stores. We need a wonderful food store within walking distance. It is my understanding that there will be adequate parking for those who drive and housing above. What else would you build at that site?

I can't understand why HANC is so opposed to the project. I have lived in the Haight for 35 years and as I recall, HANC was always opposed to any project that would be an improvement over what was there before. I hope you will approve the project as quickly as possible.

Sincerely,
Carole Glosenger
117 Beulah Street
221-7379



CGstudio2@aol.com
03/04/2008 04:27 PM

To sarah.b.jones@sfgov.org

cc
bcc

Subject support for Whole foods project

Dear Ms. Jones:

I am writing to voice support for the Whole Foods and housing project at 690 Stryan. I have lived two blocks away from the site for 35 years. I know quite a few of my neighbors and we are all looking forward to having a Whole Foods Store within walking distance. As you may know, residents in the Haight Ashbury are very environmentally conscious and we walk instead of drive whenever it is feasible. I walk to most of the stores in Cole Valley and on Haight Street but need to drive to a market when I want to buy the regular goods found only at the larger supermarkets. I would walk to Whole Foods.

I think the 690 Stryan project offers needed housing, a great and "good neighbor" kind of food store and parking. These are all things we need. Furthermore, that particular corner is a difficult location and it is my understanding that no other organization is interested in locating there. I think we are very lucky that Whole Foods is willing to locate there and their presence at that corner will have a very positive influence on our neighborhood. Right now and when Cala was there, that corner was a kind of derelict hangout - an ugly blight.

I really want to see Whole Foods move in and I'm sure that any traffic and other problems can be mitigated by negotiating with the designers of the project and working out solutions. Please approve the EIR and let them move forward to the next step.

Sincerely,
Carole Glosenger
117 Beulah Street
San Francisco, CA 94117
221-7379

Joe Goldmark
<jog5@comcast.net>
02/16/2008 01:45 PM



To sarah.b.jones@sfgov.org
cc HAI_A_sl@yahoo.com
bcc

Subject Re: Case #2006 0460E 690 Stanyan St. Project

Dear Planning Dept.

We at Amoeba Music are very pleased with the current EIR and hope that the project can move forward as outlined. We feel that Whole Foods is the perfect tenant to replace the previous Cala Market, and as we understand it they won't come if the project is scaled back. We see no drawbacks to the proposed size, and think that the project will improve the neighborhood in many ways. We look forward to constructive use of what previously was a derelict corner of the Haight, and feel that it will significantly improve the Alvorad Lake entrance to the park.

Thank you,
Joe Goldmark
Partner, Amoeba Music

17

16



Alexandra Robert Gordon
<arg44@pacbell.net>
02/26/2008 08:34 PM

Please respond to
arg44@pacbell.net

To sarah.b.jones@sfgov.org
cc HAI_A_sl@yahoo.com

bcc

Subject re: case number 2006.0460E

Dear Ms. Jones,

I am writing to show my support for the full scope of the proposal to place a development that includes a Whole Foods at Stanyan and Haight. As a resident of nearby Delmar Street, I see a number of very important benefits to this project ranging from the obvious convenience of having a full service store in the neighborhood to potentially reshaping the character of a main entrance to Golden Gate park .

The city needs housing and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers.

In addition, there is reason to believe that the proposed development would have salutary effects on the neighborhood.

Thank you for your time,
Alexandra Robert Gordon
117 Delmar Street
San Francisco, CA 94117

Steven Gordon

<stevengordon@mac.com>
02/26/2008 08:54 PM



To sarah.b.jones@sfgov.org
cc HATA_sl@yahoo.com

bcc

Subject Support for case number 2006.0460E

Dear Ms. Jones and Mr. Nycko,

I am writing to express my strong support for the proposed project at 690 Stanyan St with the currently proposed size and scope. I believe this project would provide a great environmental benefit to the local neighborhood and to our whole city.

First, there are many local residents who would benefit from a nearby, full-service grocery store. People near this location would be able to walk to do their food shopping -- so long as the store was large enough and provided a full-service grocery store -- and this reduction in vehicle traffic would benefit the city's air quality and help (even in a small way) towards reducing global carbon emissions. People living even slightly further from the store could drive there -- but with a much shorter distance than they currently have to (since the Alta foods closed) -- in order to get groceries. Even a shorter driving distance to reach a frequent destination such as a full-service grocery store would significantly enhance San Francisco's environment.

Second, the lot as currently vacant creates a blight in the neighborhood, creating an array of local community and environmental problems, including trash, hazardous materials and conditions, and increased vehicular traffic as residents must drive much further than necessary to get to a full-service grocery store. These problems would only increase and expand if the lot remains vacant for years to come without an active, retail operation in this location.

I urge you to approve the project at 690 Stanyan Street in the size and scope as proposed.

Sincerely yours,

Steven Gordon
117 Delmar Street
San Francisco, CA 94117

1.8

1.5

1.6

1.8



"Ellie Grady"
<elliegrady@gmail.com>
03/06/2008 04:44 PM

To sarah.b.jones@sfgov.org
cc hata_sl@yahoo.com
bcc
Subject case # 2006.0460E

Hi,

I'm writing to voice my support for the EIR findings for the 690 Stanyan St project, also known as case # 2006.0460E.

I'm very much in favor of the FULL project which includes a full service grocery store, housing, and adequate parking to support both.

I think the neighborhood would benefit greatly from a development like this. I personally would be thrilled.

Thank you for your time.

Sincerely,

Elinor Grady
276 3rd Ave #8
SF, Ca
94118



ejgross@massmed.org
02/26/2008 10:32 PM

To: sarah.b.jones@sfgov.org
cc: HAJA_sl@yahoo.com
bcc:
Subject: re: case number 2006.0460E

February 25, 2008

Dear Mr. Wycko,
re: case number 2006.0460E

I wish to add my full support of the draft EIR findings for the 690 Stanyan St. project. As a home owner and resident of the neighborhood I can attest the benefit of a full-service, state-of-the-art quality grocery store in our neighborhood. I enjoy frequenting local, small, family-owned corner markets for commodities designed for immediate use. Yet, for more long-term, staple item shopping, a retail market of high quality would enhance the local shopping experience, lending itself to decrease automobile usage and increased neighborhood stature. When I first heard of the possibility of a Whole Foods entering our neighborhood I jumped for joy. I love my neighborhood and only wish to see it improve. Please allow this project to see itself through.

Thank you very much for your time and serious consideration.

Sincerely,

Dawn Gross MD, PhD.

1.7

Karen Grownney
1915 Oak Street
San Francisco, CA 94117
415.518.7549

RECEIVED

FEB 27 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wycko
San Francisco Planning Department
1650 Mission Street, Suite 400,
San Francisco, CA 94103

February 25, 2008

Case number: 2006.0460E

Dear Mr. Wycko:

We recently purchased our home on Oak Street. When I heard that there was potentially a Whole Foods Market going in, I was excited not only because Whole Foods is my grocery store of preference, but also because their stores generally represent an improvement in the neighborhood. Whole Foods stores are synonymous with the principals that I feel are alive and important in San Francisco—community, environment, integrity and quality.

1.7

My family is supportive of the project in its current scope and size based on the EIR report. We feel that it is better for the environment when we don't have to drive across the city to shop for food. I would walk to the new store. In addition, a Whole Foods store would be positive addition to the neighborhood, while an empty lot is an invitation for a myriad of problems.

1.5

I hope that you are able to see the many beneficial attributes that a Whole Foods Market would bring to that location. Thank you for your time and consideration in this matter.

1.7

Best regards,

Karen Grownney



Steven.Gwozdz@us.hsbc.co
in
02/26/2009 02:33 PM

To sarah.b.jones@sf.gov.org
cc HAWA_21@yahoo.com

bcc

Subject Sarah - Support Whole Foods in Haight Ashbury

Dear Sarah - In reference to case number 2008.0460E

As a seven year and a half year resident of The Haight , I strongly support the Stanyan Street Whole Foods / Grocery Store project in its current scope and size. The Haight Ashbury Neighborhood council does not represent me or my views on the project.

My wife and I have pride in our neighborhood and want to spend our money where we live rather than travel by car to other areas of the city for our necessities as we are forced to do now. The project represents a great step forward for what should be a landmark corner of our neighborhood. This is a badly needed service for me and my family who need a broad and deep selection of groceries, diapers, household necessities, and prepared foods to complement our regular trips to Gus and Georgia and Haight Ashbury foods. We miss the convenience and selection of Cala Foods and are excited at the prospect of supporting two grocers in the neighborhood as we used to do prior to Cala Food's closure.

2) A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, diapers, and household necessities. Now I can walk rather than drive to purchase the above items which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods.

3) Anything less than a full service store will have significant negative environmental impacts;
a) the lot will remain a trash-strewn blight for years to come while it languishes in redesign. The upper end of Haight street has been a playground for troublemakers , criminals , and drug dealers for too long, and I believe this is a critical first step towards cleaning up our neglected neighborhood and the adjacent Golden Gate Park entrance. By having a responsible, active, and community supporting tenant occupying the old Cala Space , whole foods will be aiding the city by upgrading and maintaining cleanliness and security in the area.
b) Think of all the residents of the Haight, paundarie, cole valley, and inner sunset that will be able to again walk to the store for all of the above mentioned items rather than drive. This is an excellent solution.

Steven Gwozdz
504 Clayton St

View HSPC Global Research online at: <http://www.research.hsbc.com>

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SAVE PAPER - THINK BEFORE YOU PRINT!



Tanako Hagiwara
<hagiwara@uncgroup.com>
03-09-2008 09:33 PM

To: <sarah.b.jones@sigov.org>
cc: <hala_sf@yahoo.com>
bcc:
Subject: Support for project at 690 Stanyan Street

To Ms. Sarah Jones,

RE: Support for this project at 690 Stanyan Street - Case #2006-0480E

Although I am a resident in the Inner Richmond, the proposed site for the Whole Foods store is within walking distance. There are not many supermarket type stores in the general neighborhood and the prospect of having one developed which would be of such high standard is a wonderful opportunity. Currently, I have been willing to drive to one of the Whole Foods stores to be able to buy some very specific merchandise and foods. If this project were to be completed, my carbon footprint would be greatly reduced and I feel that the surrounding area of the proposed store would be greatly enhanced. To parrot a common cliché - "this is a win-win situation".

Please add my vote of support to allow the development to proceed. Thank you for your time and effort.

Sincerely,

Tanako Hagiwara
434 Arguello Boulevard
San Francisco, CA. 94118



Deborah Hall
<dborah.s.hall@sbcojobs.n
et>
02/22/2008 06:12 PM

To: sarah.b.jones@sigov.org
cc: hala_sf@yahoo.com, Ross Mirkanm@sigov.org
bcc:
Subject: 690 Stanyan Case Number 2006 0480E

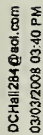
Dear Planning Department,

As a long term Haight Ashbury resident, I strongly support the multi-use development proposed for Haight and Stanyan. Including Whole Foods, housing and parking for both. } 1.7

I am looking forward to having a full-service grocery within walking distance; I will no longer have to borrow a car to drive across town. } 1.5

Also the proposed development will help revitalize a neglected corner of our neighborhood. Please approve this project and do all you can to expedite it's completion. } 1.7

Sincerely,
Deborah Hall
726 Clayton St.



To sarah.b.jones@slgov.org

8

bcc

Subject: Whole Foods Market on Sanyan and Haight

Dear Mrs. Jones:

I am writing to support the opening of a Whole Foods market in the former Csla site across from Golden Gate Park's Alvarado Lake. I currently drive to another market, but if the WHOLE FOODS market could be established in the neighborhood, it would be possible for me to walk to it. It is ridiculous that there is any opposition to this very much needed and welcome neighborhood amenity.

Sincerely,

Douglas C. Hall
284 Frederick St.

◆ ◆ ◆ ◆ ◆

It's Tax Time! Get tips, forms, and advice on AOL Money & Finance.
<http://money.aol.com/tax?NCID=aolpr00030000000001>

RECEIVED

MAR 07 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

1923 Page Street
San Francisco, CA. 94117
(415) 221-3882

March 6, 2008

Mr. Bill Wycko
SF Planning Department
1650 Mission Street, Suite 400
San Francisco, CA. 94103

RE: Proposed Development at 690 Stanyan Street
Opposition to Project – Mixed Grocery Store/Residential
Case # 2006.0460E

Dear Mr. Wycko,

I would like to register my strong opposition to the proposed grocery store and residential development project at 690 Stanton Street. I am an owner of the property at 1231 Page Street, which is directly behind the proposed development and will be negatively impacted by its physical size, unit density, construction, and grocery store operations. The proposed development is out of context with, and will be detrimental to our neighborhood near Golden Gate Park. My opposition is based on the following issues that have not been adequately addressed by the EIR:

1. **Density** — The proposed project with 62 units, including 26 studio apartments, is far more dense than the neighborhood can reasonably handle. It would have a major impact on traffic, parking, noise and our local environment. Studio apartments place heavy demands on city services including sewer and water, in comparison to their square footage. The inclusion of a grocery store in the project would only compound the traffic, and parking problems.

2. **Building Height & Shadow.**—My property is directly behind the proposed 3 story project and I will lose most of the sun during the day, as a result of the shadow the building will throw. I have spent years cultivating a Zen garden with substantial landscaping that will be impacted by the project. They are not shade plants. The building height impact on my property, or any of the other close-by properties, was not addressed in the EIR. There are no rendered photos of the adjacent properties on pg. 52 of the EIR.

I will also lose all privacy in my back yard with a 3 story building looking down into it.

3.3. Parking/Deliveries – The parking impact of 62+ unit tenants and their guests has been severely under-estimated by the developer and the EJR. Parking is already a problem in the area with the Boys Club and their parents double parking on the street. Deliveries to

- the proposed Whole Foods store in the project would make the double parking problem even worse. My driveway is frequently blocked by double parkers.] 6.11
4. **Parking Garage Exhaust** – The 62 vehicles in the underground parking garage would create a major air pollution point source in the neighborhood. It has not been clearly indicated how and where all the exhaust from the garage would be vented. Would it be exhausted upward out the roof, or just vented into the neighborhood? I have a 3 year old daughter who suffers from asthma and the building parking and car exhaust would contribute to the problem.] 7.3
5. **Traffic Volume** – The traffic volume from a high density project like this will increase dramatically, especially during morning and evening commute times. The concentration of cars in the local neighborhood will make it more difficult for all the residents to get in and out of their residences, and will add to the safety concerns for the resident's children and the Boys and Girls club. I am very concerned about the additional traffic and pedestrian safety created by the proposed project.] 6.11
- In addition, Whole Foods is a specialty store and will draw shoppers from out of the area, increasing vehicle traffic. The kind of congestion it might cause can be seen on Presidio@Geary (Trader Joes) or Franklin@California (Whole Foods).] 6.7
6. **Traffic Study** – The traffic study in the EIR was conducted during November and December of 2006, when tourist traffic in and around Golden Gate Park is much lower than during the summer months. The traffic study did not fully address the impact of the project on the nearby Police Station (1 block) and Fire Station (2 blocks) on Stanyan and St. Mary's Hospital just to the south Stanyan. The proposed Whole Foods store, with its associated deliveries, has a potential to impact emergency vehicles going up and down Stanyan. The store would also bring customer traffic to the area.] 6.7
- The EIR did not consider the impact of the California Academy of Science on traffic when it opens in September 2008.] 6.11
7. **Construction Activity** – Soils Work, Dirt, Debris, Vibration & Noise – The project directly behind my home will have an impact on many residences in terms of the excavation of soil for the foundation and parking garage. The project proposes to go down 30 feet and up 4 stories. I am therefore concerned about the soils engineering on the project and potential for slippage. There will also be dirt, debris, noise and vibration to contend with, along with the construction equipment and trucks blocking the street. Again, I am concerned about the impact of the construction on my home, yard and landscaping, my daughter's asthma with all the dirt in the air.] 7.4
8. **Whole Foods Store Operations** – The EIR did not address any of the Whole Foods Store's impact on the neighborhood including refrigeration and air conditioning noise, garbage disposal, garbage disposal pick-up times, delivery truck noise, and potential to attract rodents. How will all this equipment and store operations directly impact the adjacent properties? Where will the store A/C and refrigeration vent? On an adjacent property?] 7.8

8. **Architectural Design** – The proposed architectural design of the building doesn't fit in with the neighborhood or traditional SIF styles. It is a European Retro-Modern design from the 1970's. It's Ugly! What will the back of the apartments look like facing my property?] 4.3

In summary the proposed 34,000 square foot development, including a grocery store, at 690 Stanyan Street is excessive and should be scaled back significantly. The project is too large, and too dense for the neighborhood to absorb.

Recommended Modifications:

The project should be modified to better fit into the neighborhood and reduce its impact on traffic, parking, emergency vehicles and the adjacent properties including my own. The recommended modifications include:

- Reduce the project height to 2 above ground stories. – same height as the existing building
- Reduce the density by increasing the number of 1 and 2 bedroom units.
- Limit studio apartments to 10% of the project.
- Address the parking garage exhaust problem, so it doesn't impact the neighbors.
- Redesign the exterior to better fit into the neighborhood,

Thank you for your consideration and the opportunity to comment on this project. The Stanyan and Page Street area is a great neighborhood across from Golden Gate Park and any project should be designed to improve the overall quality of area and its services. Tourists visit the area regularly and the residents care about it. I can be reached at the above address or my cell phone 415.215.2890 for further comment on any of these issues.] 2.1

Sincerely Yours,

Kathleen Hanrahan

Kathleen Hanrahan

Cc: Supervisor
Attachments



"hansenj123@yahoo.com"
<hansenj123@yahoo.com>
02/25/2008 01:36 PM

To sarah.b.jones@sfgov.org
cc
bcc
Subject Whole Foods on Stanyan

Ms. Jones,

I write to support the proposal before the Planning Department to allow Whole Foods to move into the old Cala Foods space on Stanyan Street. I own a TIC unit on Stanyan (816 Stanyan) two blocks away from the proposed site and think Whole Foods would be a great asset to the city and neighborhood. I live in Ashbury Heights (120 Upper Terrace) and welcome the high quality produce that Whole Foods would bring to the neighborhood.

I am very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood. As you may know, this street corner and entrance to Golden Gate Park has long been blighted by drug trafficking. Even when I walk with my three year old daughter in a stroller, I am often propositioned by drug dealers. I look forward to a day when families can safely shop for groceries at Whole Foods and the drug trafficking moves away from the entrance to the Park.

Anything less than a full service store will have significant negative environmental impacts: a) the lot will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs.

Thanks for considering my opinion.

James Hansen
120 Upper Terrace
San Francisco, CA 94117

1.7

1.6

1.5



"hansenj123@yahoo.com"
<hansenj123@yahoo.com>
02/25/2008 08:03 AM

To sarah.b.jones@sfgov.org
cc ross.mirkarimi@sfgov.org, bevan.duffy@sfgov.org
bcc
Subject Support for Whole Foods on Stanyan (2006-04-06E)

> Ms. Jones, Mr. Mirkarimi, Mr. Duffy,

> I write to support the proposal before the Planning Department to allow Whole Foods to move into the old Cala Foods space on Stanyan Street. I own a TIC unit on Stanyan (816 Stanyan) two blocks away from the proposed site and think Whole Foods would be a great asset to the city and neighborhood. I live in Ashbury Heights (120 Upper Terrace) and welcome the high quality produce that Whole Foods would bring to the neighborhood.

> I am very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood. As you may know, this street corner and entrance to Golden Gate Park has long been blighted by drug trafficking. Even when I walk with my three year old daughter in a stroller, I am often propositioned by drug dealers. I look forward to a day when families can safely shop for groceries at Whole Foods and the drug trafficking moves away from the entrance to the Park.

> Anything less than a full service store will have significant negative environmental impacts: a) the lot will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs. We drive to the Whole Foods on California Street once per week

> Thanks for considering my opinion.

> James Hansen
> 120 Upper Terrace
> San Francisco, CA 94117



Kate Hansen
<kazanvew@yahoo.com>
02/25/2008 08:53 PM

To: sarah.b.jones@sf.gov.org
cc: HAUAsf@yahoo.com
bcc:
Subject: case number 2006.0460E

Hello Sarah,

I am writing to express my support of the proposed development plan for the corner of Sianyan and Haight Streets in San Francisco (case number 2006.0460E).

My husband and I have lived in the neighborhood for ten years and own property just two blocks away from the development site on Sianyan Street. The corner of Haight and Sianyan has been on our minds most of the time we have lived here. We walk our dog daily in Golden Gate Park and visit the Children's Playground and the museums often. We usually enter the park at the Haight Street gate, which, as everyone knows, needs some serious help. The Sianyan/Haight intersection has been unattractive for as long as I can remember. And even the Park and Recreation Department's improvement efforts with new stone gates and new landscaping have helped little.

When Bell and then Cala Markets occupied the development site, I walked there occasionally to shop. But for the past several years, I have driven several times a week to the Whole Foods Market either on California Street or on Harrison Street. I would be thrilled to shop at a new Whole Foods Market at the corner of Sianyan and Haight. I would be able to walk to shop and/or stop there on the way home from the Children's Playground, the De Young, or the long-awaited Academy of Sciences Museum.

Please help to ensure this project's approval

Many thanks,
Kate Hansen



<clairehargrove@aol.net>
03/03/2008 09:20 PM

To: <sarah.b.jones@sf.gov.org>
cc:
bcc:
Subject: Whole Foods in Upper Haight

Hello. I live in Cole Valley and am writing to beg you to allow the construction of the proposed Whole Foods on Sianyan. The prospect of a Whole Foods within walking distance of my house seems too good to be true. Currently I typically drive to Andronico's in the Sunset or Trader Joe's downtown to do my shopping. A Whole Foods in the Upper Haight would not only be extremely convenient, but it would spruce up an intersection that has come to be associated with public urination and illegal drug sales. Please know that I, and many residents of 94117, would welcome this new business to our neighborhood. Thank you for your consideration.

Claire Hargrove
1005 Clayton St
SF, CA 94117



"Jane Hart"
jhart5@gmail.com
02/26/2008 05:46 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: Whole Foods Market/ Housing Development Case
2006 0460E

Dear Ms. Jones:

Re: case 2006 0460E

I read through the draft EIR for the Whole Foods/Housing development at 690 Stanyan, and I want to express my strong support for the proposed density and scope of this project. I applaud the dual components of both housing and a full service grocery store and the underground parking for shoppers and residents. This urban density of city dwellers and city shoppers, these two distinct uses, will bring a lively urban character to this prominent corner and to the entry area of Golden Gate Park. Not only will Whole Foods grocery store be a major addition and resource for hundreds of neighbors in the Haight Ashbury, Cole Valley, Parnassus and Inner Sunset neighborhoods, but also a visible one-stop grocery store for hundreds of park visitors that come into GGPA at its eastern edge for events, activities and picnics. I totally support the full array of studio, one-bedroom and two-bedroom units, as well as the inclusion of affordable units.

1.7

The photo renderings of the project in the draft EIR helped me envision the impact of this development on Stanyan Street. It may be in the eye of the beholder, but I think the new proposed development fits seamlessly in the block/scape, and it is a ten fold improvement over the former Cala big box plus parking lot scheme.

I urge you to approve the draft EIR and move forward with this project.

Sincerely,

Jane Turner Hart
5th Avenue
15 year resident of Inner Sunset



Ellen Hathaway
ellen@pobox.com
03/02/2008 10:01 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: Letter in Support of Whole Foods on Stanyan

To the Planning Commission:

I am an Upper Haight resident living one block away from the proposed site for the Whole Foods at 690 Stanyan, and I want to let you know that I am in support of this development project.

1.7

While I suppose some neighbors have complained about the traffic etc. I have been keeping up with the studies and news, and have not heard anything that makes me feel that the Whole Foods would negatively impact our streets, environment, or neighborhood.

I frequent several Whole Foods locations in the city, and have noticed that the parking lots contain the customers and do not seem to add a burden to the neighborhood.

1.5

I am a mother of three children under 9 years of age, and I am thrilled at the idea of having a large, quality market so close, where my children can experience being "regulars" in a store that is good in so many ways, and so close. We have chosen to parent our children in the city because we want them to experience life living in walking distance from the things that are important to them. Without a market that has a butcher, etc, we have been forced out of our neighborhood to feed our family.

1.8

We want this Whole Foods in our neighborhood. We feel that it is in keeping with the spirit of our neighborhood, and we are sure that there will be little to no negative impact to our air, streets, and sidewalks.

Sincerely,

Ellen Hathaway
1727 Waller @ Stanyan
San Francisco, CA 94117
(415) 876-7771 home



"Amy John Headley"
<amy@johnheadley.com>
02/18/2008 06:16 PM

To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: In support of 650 Stanyan development

Dear Mr. Wycko & Ms. Jones,

I am writing in support of the potential Whole Foods/Housing development at 650 Stanyan. I think the project (in its current size and scope) would be a great step forward for the neighborhood. A full service store will insure that I no longer have to drive to the SOMA Whole Foods every weekend. And the same goes for many of my neighbors. This, of course, is good for the environment...not to mention the spirit of our neighborhood.

I appreciate your time.

Thank you
Amy John Headley



Ellen Hathaway
<ellen@pobox.com>
03/04/2008 08:43 PM

To: sarah.b.jones@sfgov.org
cc: Ross Minkarimi <Ross.Minkarimi@sfgov.org>
bcc
Subject: Letter in Support of Whole Foods/Stanyan. Case Number 2006 0460E

To the Planning Commission:

I am an Upper Haight resident living one block away from the proposed site for the Whole Foods project--the FULL project that includes a grocery, housing units, and parking for both.

While I suppose some neighbors have complained about the traffic etc. I have been keeping up with the studies and news, and have not heard anything that makes me feel that the Whole Foods would negatively impact our streets, environment, or neighborhood.

I frequent several Whole Foods locations in the city, and have noticed that the parking lots contain the customers and do not seem to add a burden to the neighborhood.

I am a mother of three children under 9 years of age, and I am thrilled at the idea of having a large, quality market so close, where my children can experience being "regulars" in a store that is good in so many ways, and so close. We have chosen to parent our children in the city because we want them to experience life living in walking distance from the things that are important to them. Without a market that has a butcher, etc, we have been forced out of our neighborhood to feed our family.

We want this Whole Foods in our neighborhood. We feel that it is in keeping with the spirit of our neighborhood, and we are sure that there will be little to no negative impact to our air, streets, and sidewalks.

Sincerely,

Ellen Hathaway
1727 Waller @ Stanyan
San Francisco, CA 94117
(415) 876-7771 home

1.7
1.5

1.7

1.5

1.8



"Amy John Headley"
<amy@headleyforfreelance.com>
02/22/2009 04:18 PM

To: <sarah.b.jones@sfgov.org>
cc: <jadis@stcglobal.net>
bcc:
Subject: RE: case number 2006.0460E

Hello,

I realized I forgot to include my residential address: 1382 Page St., Apt. 2

Thank you,
Amy

-----Original Message-----

From: Amy John Headley [mailto:amy@jasonheadley.com]
Sent: Monday, February 18, 2008 6:17 PM
To: sarah.b.jones@sfgov.org
Subject: In support of 690 Stanyan development

Dear Mr. Wycko & Ms. Jones,

I am writing in support of the potential Whole Foods/Housing development at 690 Stanyan. I think the project (in its current size and scope) would be a great step forward for the neighborhood. A full service store will insure that I no longer have to drive to the SOMA Whole Foods every weekend. And the same goes for many of my neighbors. This, of course, is good for the environment...not to mention the spirit of our neighborhood.

I appreciate your time.

Thank you,
Amy John Headley



"Jason Headley"
<jason@jasonheadley.com>
02/19/2008 11:51 PM

cc:
bcc:
Subject: Whole Foods on Haight

re: case number 2006.0460E

I just wanted to drop a quick line to express my support for the Whole Foods on Haight Street. Currently, my wife and I do our major shopping at the Whole Foods on California and/or the Whole Foods South of Market. It would be great for the neighborhood, and our driving habits, to have a grocery store of this caliber within walking distance of our home.

Additionally, it will do wonders for that particular corner of Haight Street. The current gateway to the Haight is, to put it kindly, a blight. The sooner we can reinforce the neighborhood with a positive and helpful business like a full-service, organic grocery store, the better.

I look forward to the construction of the new Whole Foods. And I look forward to my neighborhood feeling even more like home.

Take care.

--Jason Headley

1.7

1.6



Marianne Hesse
<mhesse@pacbell.net>
02/20/2008 04:02 PM

To: sarah.b.jones@sfgov.org
cc: HALLA_s@yahoogroups.com
bcc:
Subject: Re: Whole Foods at 690 Stanyan, Case Number 2008-0460E

Dear Mr. Wycko:

As someone who lives in the Haight and has chosen not to own a car, it is very important to me to have a full service grocery store at the corner of Haight and Stanyan. Because I do not own a vehicle, I am aware of the importance of supporting this project in its current scope. The city definitely needs more housing and sufficient retail space is needed both to adequately serve the neighborhood and to maintain profitability. If the proposed project is reduced in size, the venture will not move forward and those in the neighborhood with cars will continue to shop outside the neighborhood and those of us without vehicles will be forced to find poorly for ourselves.

Sincerely yours,

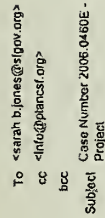
Marianne Hesse



Kathe Hodgson
<khodgson@stccglobal.net>
02/28/2008 11:37 AM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Whole Foods support

We support Whole Foods coming to 690 Stanyan. 1
currently drive to the supermarket as they have
an excellent choice of organic foods, not currently
available on our neighborhood. The neighborhood
should welcome something at that sight which has been
a blight for quite a while. 1.7
Fred and Kathe Hodgson 1.6



"Hsu, Richard"
<richard.hsu@intel.com>
03/06/2008 07:23 PM

Dear Mr. Bill Wycko and the San Francisco Planning Department

I am writing in regards to case number 2006.0450E, the Whole Foods project at Haight and Sianyan.

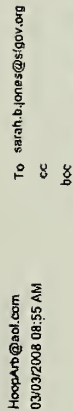
1.7 I would like to express my wholehearted support for the project in its current scope. The neighborhood, especially the two residential blocks adjacent to the planned Whole Foods store, already has a strong sense of community. I believe that the new store will serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to go to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Shanyuan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than Trianon. I believe that the former Cala Foods at the same location. In fact, with a full service grocery store within walking distance, I don't think there will be any need for the former Cala Foods to close down and thus reduce surrounding traffic.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco, but rather be a create a more livable and pleasant environment in the neighborhood and San Francisco.

Sincerely,

Richard Hsu

116 Beulah St.
San Francisco, CA



HoopArt@aol.com
03/03/2008 08:55 AM

Subject Whole Foods EIR: height and stanyan

I support the draft EIR findings for the 690 Stanyan St. project, for the following reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I rarely drive in a grocery store when I can instead go to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

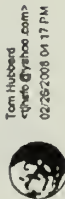
ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Sincerely,

John Hooper
201 Buena Vista Ave East
RFF, CA 94117

It's Tax Time! Get tips, forms, and advice on AOL Money & Finance.
<http://money.aol.com/tax?NCID=aolprf000300000000001>



Tom Hubbard
tjhubb@yahoo.com
02/26/2008 04:17 PM

To: mickafin@sf.gov.org, sarah.b.jones@sf.gov.org,
cc: HIAA_SF@yahoo.com
bcc: Whole Foods 650 Stanyan Street project

Dear Supervisor Mirkarimi:-
I support the draft EIR findings for the 650 Stanyan St. project, for the following lists reasons:

LOW TRANSPORTATION IMPACT

The study found a less-than-significant increase in traffic to the project site. As a local resident, I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

COMPARABLE AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

LESS-THAN-DESIRABLE ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

I hope that you too, after studying these findings, will support the whole neighborhood will benefit greatly from this project. I had hoped to attend travel to Los Angeles for work.

Thank you very much for your time.

Sincerely,
Tom Hubbard, Cole Valley Resident and property tax payer
1002 Shrader St.
SF, CA 94117
tjhubb@yahoo.com

Looking for last minute shopping deals? Find them fast with Yahoo! Search.



pomberton.w.huddleston@us.hsb.com
02/26/2008 02:39 PM

To: sarah.b.jones@sf.gov.org,
cc: HIAA_SF@yahoo.com
bcc: Whole Foods Support

Sarah,

1) We are very supportive of the project in its current scope and size. The project represents a great step forward for what should be a landmark corner of our neighborhood.

2) A full service store will insure that we as residents do not have to regularly travel to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods.

3) Anything less than a full service store will have significant negative environmental impacts; a) the lot will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs.

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SAVE PAPER - THINK BEFORE YOU PRINT!

"Cole Valley Improvement
Assn" <cviast@aol.com>



To: <sarah.b.jones@sfgov.org>

03/03/2003 10:27 AM

cc

bcc

Subject: FW: in favor of whole foods

-----Original Message-----
From: Macarena [mailto:macarajaramillo@yahoo.com]
Sent: Monday, March 03, 2008 10:24 AM

To: cvias@aol.com

Subject: In favor of whole foods

Please know that whole foods is a must in ou neighborhood. I am a mother of four girls at 5 patnessus avenue. We need a fresh produce place in that corner, and more than anything we need to clean up haight street! Thanks for allowing a permit.

Raca j hureeus

Sent from my iPhone

1.7



Bghurlig@aol.com

03/03/2008 05:10 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: Whole Foods/Haight

Hello Sarah,

I live in the neighborhood and do as much of my food shopping as I can locally. But frankly, I'd do more if there were a Whole Foods in the neighborhood. I drive to their 4th Street facility but would be much happier if they were closer. Also, I'd be more likely to do other shopping on Haight if I knew I was already going to Whole Foods. Currently I never frequent Haight because I have no shopping needs there so I just drive through it. Even though I grew up locally, and enjoy some of the reminiscing of the 60's in this neighborhood, I think it's time to upgrade some things so that more revenue can come in and evolve to the current times.

I hope this goes through.

Barbara Hurlig

1.7

It's Tax Time! Get tips, forms and advice on AOL Money & Finance.



"Hulston-Wiley, Thomas"
[SAN FRANCISCO, CA
-SCV]
<thomas_hulston-wiley@mlc
com>
02/26/2008 08:19 AM

To: <sarah.b.jones@sfgov.org>
<hola_sl@yahoo.com>, <ross.mirakim@sfgov.org>
cc: <ronci@baylor.com>, <leeds@backchannel.net>, "Finley
Hulston-Wiley" <thulstonwiley@stc-global.net>, "Patricia"
bcc:
Subject: Whole Foods

Sarah,

I'm deeply concerned that the members of HANC continue to try and scuttle the proposed Whole Foods development at 690 Stanyan.

As a father of two children under five, and as a home owner on Frederick Street, I question the leadership of HANC for a crusade that seems quite frankly anti-family. Our neighborhood needs a full service grocery, and this city desperately needs families of all economic means. Preventing the gradual gentrification of the Haight-Ashbury/Cole Valley neighborhoods is a misplaced campaign. The entrance to Golden Gate Park at Stanyan and Haight, a gauntlet of drug dealing, is already a shameful gateway into our most important civic treasure. Permanent residency at that corner will bring a sense of stewardship to the Alford Lake basin and revitalize the area. Leaving it instead as a directionless empty lot for years to come benefits only the users of HANCs Heroin ATM, a facility which pathetically masquerades as a needless recycling center on my street.

Regards,

Thomas Hulston-Wiley

Thomas Hulston-Wiley
First Vice President
Direct: 415-576-8606
Fax: 415-644-5532
Email: thomas_hulston-wiley@mlc.com
VSG Toll Free: 877-772-9041

Merrill Lynch, Venture Services Group
600 California Street, 8th Floor
San Francisco, CA 94108

We are providing the above information as you requested. However, we consider your monthly statements to be the official documentation of all transactions.



"Schauf, Kenny"
<KSchauf@levi.com>
03/10/2008 10:48 AM

To: <sarah.b.jones@sfgov.org>
cc: <marilyn.lincery@cpwm.com>, <info@plancsf.org>
bcc:
Subject:

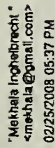
To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Marilyn Lincery
Kenny Schauf

Director Levi's® Brand Licensing / 1155 Battery Street
San Francisco CA 94111
P: 415.501.6243 | Fax: 415.501.1843
E: kschauf@levi.com, cell: 516-417-4662



"Mekhala Inghelbrecht"
"mekhala@gmail.com"
02/25/2008 05:37 PM

To sarah.b.jones@sfgov.org, Ross.Mikarimi@sfgov.org
cc
bcc
Subject SUPPORT FOR WHOLE FOODS ON HAIGHT/STANYAN

Dear Sarah, Ross,

This e-mail is to show my support for the building of a Whole Foods on the corner of Haight and Stanyan. 1.7

At the moment, the closest full-size grocery store to us is Safeway on Market Street. My neighbors and I must take a car to do our grocery-shopping there. The distance between my house (127 Belvedere St.) to the Safeway on Market Street is 1.4 miles. A round trip to and from the grocery store results in 0.002 tons of carbon dioxide emitted. If 500 people in the Upper Haight area have to drive to and from the Safeway on Market Street once a week, this results in 50 tons of carbon dioxide emissions per year. This is the same as 50 commercial jet flights from San Francisco to New York! 1.5

Surely no one can argue; this project is imperative to the protection of our environment, to the safety of our streets and to the quality of life of our neighbors.

Regards,

Mekhala Charterjee Inghelbrecht

Mekhala Inghelbrecht
127A Belvedere Street
San Francisco, CA 94117
1 (415) 283 6372



"Philip Inghelbrecht"
"inghelbrecht@gmail.com"
02/25/2008 04:38 PM

To sarah.b.jones@sfgov.org
cc
"Ross.Mikarimi@sfgov.org", "Mekhala Charterjee"
"mekhala@gmail.com"

Subject Supporting Whole Foods on Haight/Stanyan
bcc

Dear Sarah

This is Philip and Mekhala Inghelbrecht writing. We live at 127 Belvedere Street since 2005 and are writing you in support of the Whole Foods grocery/housing/parking project on Haight and Stanyan Street. It is currently categorized as case# 2006.0460E. 1.7

Since the closure of Cala, we have not have a full service grocery store in our area. The closest option we currently have is Safeway on Market street. Sadly enough, this requires a car. It is therefore somewhat ironic that opponents to the case suggest a negative environmental impact. For residents like ourselves, it will yield the opposite effect as we would be able to do all of our shopping by foot! This point was further demonstrated and evidenced in the Environmental Impact Report (EIR) released last month. 1.5

It is of great importance that the project is implemented in its entirety. Any diluted outcome will only add insult to injury to a neighborhood that badly needs projects like this. A partial implementation will discourage future projects and lead to a further deterioration of Haight / Ashbury. The current 'wasteland' on Stanyan and Haight Streets give you a nice picture of what may come otherwise. 1.6

My full details are below should you need further information. Warm regards - Philip & Mekhala

Philip Inghelbrecht
Strategic Partner Development
YouTube / Google Inc
Dir 650 827-6187
Cell 415 283-6371
Fax 650 963-3290

"If you received this communication by mistake, please don't forward it to anyone else (it may contain confidential or privileged information), please erase all copies of it, including all attachments, and please let the sender know it went to the wrong person. Thanks."

Richard Ivanhoe
516 Clayton St.
San Francisco, CA 94117
February 28, 2008
415-342-8030

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 690 Stanyan Street
Mixed Retail/Residential Project
Planning Department Case No. 2006.0460E
Comments on Draft Environmental Impact Report

Dear Mr. Wycko:

I have read the Draft Environmental Impact Report on the 690 Stanyan Street Project, and have the following comments and questions:

PERSONAL IMPACT

I live 3 blocks from the proposed project. I anticipate that construction and completion of the project will make parking, which already ranges from mildly difficult to extremely difficult, much more difficult. I commute to and from work along Stanyan Street, and I anticipate that the construction and completion of the project will increase my commute time.

I presently shop at the Haight Street Market, around the corner from where I live. I am very happy with their products and with the convenience of their location. I also feel that the owners and employees are an integral part of the neighborhood. I am afraid that Whole Foods could drive them out of business.

I usually have my morning coffee at Rockin' Java, 1821 Haight Street, which is almost across the street from the project site. I assume it will be too noisy to be comfortable once the construction begins.

COMMENTS AND QUESTIONS ON THE DRAFT EIR

SUMMARY

Excavation

"Constructing the three-level underground parking structure would require excavating approximately 30 feet below the existing ground structure and

Bill Wycko
February 28, 2008
Page 2

removing about 33,000 cubic yards of soil from the site." (page 2.) "The boring encountered groundwater at a depth of 37 feet below the ground surface. Excavation for the three-level underground parking structure would reach a depth of 30 feet below grade level, with additional excavation of up to 2.5 feet for the foundations..." (Initial Study, Appendix A, page 51.) Will 4-1/2 feet of soil (between the bottom of the foundation and the groundwater) support an 80-foot building (30 feet for the three parking levels and 50 feet above ground)? Are there any other buildings in the area (within a five-block radius) that have three underground levels?

Duration of Construction

"If approved, construction of the project would last approximately 28 months" (page 2). "During project construction, expected to last approximately 28 months..." (page 8) "If approved, construction of the project would occur over approximately 22 months." (page 38). I assume the 28 month estimate is correct.

Parking

"The proposed project would generate a long-term residential parking demand of 75 spaces, which would be greatest during the overnight hours; this demand would not be accommodated within the residential parking supply of 67 parking spaces, resulting in a shortfall of eight spaces. This overnight shortfall could be accommodated within the supermarket component of the parking garage, as it is anticipated that the supermarket would generate only minimal demand for maintenance activities during the overnight hours." (page 7). But the three existing Whole Foods stores in San Francisco (399 4th Street, 1765 California, and 450 Rhode Island) are all open 8 am to 10 pm. I assume that the store planned for this project plans to have the same operating hours. From my experience, most of the vehicles in the neighborhood that are parked overnight are in their parking spots well before 10 pm, usually between 5:30 and 8:00 pm. It does not seem realistic to expect the supermarket parking to accommodate the residential shortfall.

"Parking deficits are considered social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment." (page 7). Where in the planning process will such 'social impacts' be addressed?

"During construction of the proposed project, there would be between 20 and 80 construction workers per day at the project site... it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transit conditions, because any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed

project. Construction workers who drive to the project site would cause a temporary parking demand." (page 8). Shouldn't the impact be measured by how it affects the current conditions rather than how it differs from the projected conditions? And although the parking demand caused by construction is not permanent, it will feel that way for residents during the almost 2-1/2 years of construction.

6.13

Air Quality

"Direct project emissions of carbon-dioxide, the primary greenhouse gas (GHG) that would be emitted, would be an estimated 96 tons per year from mobile sources (vehicular travel) and 12 tons per year from area sources . . . for a total of 108 tons per year, or approximately 0.0001 percent of the 85-million ton total Bay Area GHG emissions for the year 2002." (page 9). But what percentage does it represent of a smaller area (current emissions at the project site? current emissions within a five-block radius)?

7.7

Hazards

Mitigation Measure 3 (pages 15-16) discusses soil and groundwater testing. The Initial Study (appendix A), at page 59, indicates that there was an automotive service station and repair business at the project site from 1930 to 1958. Although a "site reconnaissance" found "no visual evidence" of underground storage tanks, the Initial Study indicated that there is potential for the presence of lead, of polychlorinated biphenyls, and of petroleum hydrocarbons. If any of these toxins are found at the project site, how many months will be added to the estimated construction duration?

9.2

The Initial Study indicated that it is likely that the existing building contains asbestos and lead-based paint, and likely to contain PCBs. (Initial Study, pages 60-63). Both the Initial study and the Draft EIR contain mitigation measure 4 to address hazardous building materials. (Draft EIR, page 17; Initial Study, page 73). Will these mitigation measures add to the estimated construction duration? If so, by how many months?

Improvement Measure 1

This measure suggests that left turns into and out of the project's garage be restricted. "Prohibiting left turns would decrease conflicts at the driveway, reduce queues on Southbound Stanyan Street, and reduce queues within the garage, however, the number of vehicles on Page Street would increase." (page 17). I believe that increasing traffic on Page Street would be a safety hazard—there is a Boys & Girls Club on the corner of Page and Stanyan, and a library branch on the next block of Page, which means that there are often children in the crosswalks and near the street. It would probably be safer to block right

10.2

turns onto Page and require eastbound traffic to turn right at Oak Street, even though this would increase traffic delays on Stanyan.

10.2

Improvement Measure 5

"It should be noted that the project sponsor . . . would 'unbundle' the sale of parking spaces from the sale of residential units to provide a financial incentive for car-free living." (page 19). But would this be more of an incentive for car-free living or for parking on the street, aggravating the current parking situation?

10.3

"To ensure that parking spaces in the garage are available for shopping patrons, employees would be required to park off-site, and Whole Foods Market would provide incentives to employees to encourage use of transit, such as pre-tax transit pass purchase options." (page 19). What percentage of Whole Foods employees at the other San Francisco locations drive to work?

"To discourage use of the project garage by drivers not destined to the Whole Foods Market and to encourage use of alternate modes, a fee would be charged for customer use of the garage." (page 19) But isn't this again an incentive for customers to park on the street?

"Customers not accommodated within the garage would be directed to the parking lot at 1800 Haight or to the Kezar parking lot." (page 19). The 1800 Haight Parking lot has 18 spaces, and is 80 % full during the midweek midday period and 100% occupied from 6:30 to 8:30 pm. (page 67). Thus, this lot has 3 available spaces midday. The Kezar lot has 340 spaces, with 90% occupied during the weekdays, and 70% occupied during the evening (page 67). As to weekends, the EIR could only say, "The parking occupancy on Saturday varies, depending on the scheduled events at Golden Gate Park." (page 67). Thus there are approximately 34 available spaces midday weekdays, and approximately 102 available spaces on weekday evenings. But will customers park at a pay lot 3 blocks away, or will they be more likely to seek on-street parking?

6.18

PROJECT DESCRIPTION

" . . . residential parking would be on the third level, which would include 47 bicycle spaces." (page 37). Are these bicycle spaces solely for the use of residents, or are they for both residents and store customers?

6.2

ENVIRONMENTAL SETTING AND IMPACTS

The EIR does not discuss the impact that construction will have on the migration of rodents, insects, and other animals into the surrounding properties because of excavation. Should this impact be considered?

12.11

Trip Generation Rates

"To estimate the number of new person trips that the proposed project would generate, the residential and trip generation rates were applied to the type and number of proposed residential units and square feet of commercial space" (page 71). But doesn't a "destination" supermarket (such as Whole Foods or Trader Joe's) generate more trips than a typical supermarket (Sawley or Lucky's) or other commercial space?

Was a traffic analysis performed before the paint store at Masonic and Geary became Trader Joe's? If so, was the same methodology used as is used in this EIR? Were the traffic impacts predicted?

Credit for Cala Trips counted twice

In calculating Project Travel Demand, "A credit for the vehicle trips generated by the recently discontinued Cala Foods supermarket was applied to the total peak hour trip generation to determine the net new vehicle trips that would be generated by the proposed project." (page 72). But these net new trips are added to a baseline that was established in December, 2006, after Cala had closed, so in effect, vehicle trips generated by Cala have been subtracted twice. The effects of the project should be determined with the Cala trips subtracted only once—either the estimated effects of previous Cala traffic should be added to the baseline Level of Service numbers, or the estimated project trips should be added to the December, 2006 baseline without a credit for the Cala trips, and the existing plus project chart on page 73 of the draft EIR should be updated.

Garage Ramp

"The project garage ramp would be about 100 feet long between the street level and the first below-grade level of the garage, and would therefore be sufficient in length to accommodate queues associated with accessing the garage." (page 74). Improvement Measure 5 (page 19) suggests that a fee be charged for customer use of the garage. This suggests that there will be an entry/exit gate. Where will this gate be placed in relation to the 100-foot ramp to minimize the impact on street traffic?

Loading Impacts

"The proposed project would generate about 27 truck freight and vehicle service trips per day, with the supermarket generating about 97 percent of the trips. Meeting this demand would require four loading spaces during the peak hour of loading activities, and three spaces during the average hour of loading activities." The project's two off-street loading spaces would not accommodate

Transportation

Study Area

The Transportation Study Area extends only one block south, two blocks north, and two blocks east of the project (Oak, Cole, Waller, and Stanyan). (pages 61-62). I believe that the project will impact a much wider area, and that traffic, transit, and parking analyses should encompass an area from Arguello and Fulton to Masonic and Fredrick.

Traffic LOS measured in slow months

The effects that the project will have on traffic were measured primarily by Traffic Intersection Level of Service studies that were conducted in November and December 2006. (pages 64-65). But November and December are slow months in the neighborhood. Similar studies should be conducted during busier times (April through October), and would likely show longer delays at the measured intersections.

Transit analysis considers capacity but not delays

The transit analysis appears to only consider whether the transit lines have available capacity to accommodate additional passengers. (page 67). The EIR does not address whether or how much the project, because of its traffic impacts, will add to transit delays and to the difficulty MUNI has in maintaining its schedules.

Percentage of on-street parking spaces affected

The EIR notes that within the study area, there are 420 on-street parking spaces, which are about 93% occupied during the weekday midday period, 92% occupied during the weekday evening period, and almost 100% occupied during the Saturday midday period. (page 67). The EIR anticipates that the project garage will have a parking shortfall of 31-39 spaces during the weekday midday period, and 60 spaces during the Saturday midday period (page 7). This represents 7-9% and 14% of the total on-street parking spaces in the study area, and would put parking occupancy at 100% or more.

Pedestrian counts measured in slow month

Pedestrian counts were also conducted in December, 2006. (p. 68). Again, December is a slow month in the neighborhood. A similar count should be undertaken during busier times (April through October).

this demand, but the demand would be accommodated by proposed on-street commercial loading/unloading spaces. (page 81).

The supermarket is projected to generate about five 60-foot trucks per day, but can only accommodate one 60-foot truck at a time within the loading area. In order to enter the loading area, a 60-foot truck would need to be in both northbound lanes of Stanyan Street and back into the loading area. In order to exit, the truck would need to be in both northbound lanes of Stanyan Street in order to make a right hand turn onto Stanyan Street. (pages 81-82.) The EIR suggests that delivery via 60-foot trucks will be made before or after store hours, when traffic volume on Stanyan is low. (page 82). But how long will it take to unload 5 60-foot trucks (including the time it will take for 5 trucks to enter and exit the garage?

6.10

If large truck trips will be occurring after the store closes and before it opens (10 pm to 5 am), will the truck traffic greatly increase nighttime noise in the neighborhood?

7.8

Impact on Emergency Vehicles

I am also concerned that truck traffic (and vehicular traffic) from the project could impede emergency vehicles. St. Mary's Hospital is four blocks to the north on Stanyan; the fire station at 1145 Stanyan is six blocks to the south; UCSF Medical center is five blocks south and two blocks east. Stanyan is the major north-south route for these locations.

6.14

DISTRIBUTION LIST

The Draft EIR was distributed to the Police Department at 850 Bryant, to the Fire Department at 698 Second Street and at 1660 Mission Street. If it has not otherwise been forwarded, I suggest that it be distributed to the Park Police Station, and to the fire station at 1145 Stanyan for their comments. The draft EIR should also be distributed to St. Mary's Hospital, to UCSF Medical Center, and to USF, as these institutions may also be affected by the project.

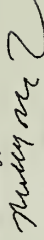
12.14

CONCLUSION

Per the comments above, I believe that the project will have a significant impact on parking in the neighborhood, and I believe that the project's impact on traffic has been underestimated. I realize that this is a long letter, but the Draft EIR is a long document. Thank you for considering my comments and questions.

6.20

Sincerely,



Richard Ivanhoe



Sam Jackson
<samjackson@hotmail.com>

To: <sarah.b.jones@sf.gov>
cc: <hala_s@yahoo.com>, <jhsb@yahoo.com>

02/25/2008 03:48 PM

bcc

Subject: case number 2006.0460E



Sam Jackson
<samjackson@hotmail.com>

03/06/2008 10:13 AM

bcc

Subject: case number 2006.0460E

Dear Mr. Wycko,

re: case number 2006.0460E

I support the draft EIR findings for the 690 Stanyao St. project, for the following lists reasons:

LOW TRANSPORTATION IMPACT

The study found a less-than-significant increase in traffic to the project site. As a local resident, I will rarely drive to a grocery store when I will be able instead to walk to one. That has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

CONFAPABLE AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

LESS-THAN-DESIRABLE ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

Thank you very much for your time.

Sincerely,

Sam Jackson, Cole Valley Resident
1002 Shrader St.
SF. CA 94117

1.5

7.3

11.1

SAMPLE LETTER FOLLOWS - copy and send to and send copy to

To: Mr. Bill Wycko, San Francisco Planning Department

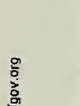
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location...

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Sam Jackson
Cole Valley Resident
1002 Shrader St.

 "Andrea Jacoby"
<andrea.jacoby@comcast.net>
>
03/05/2008 03:09 PM
Please respond to
<andrea.jacoby@comcast.net>

To: <sarah.b.jones@sigov.org>
cc
bcc
Subject: Whole Foods

I support opening a Whole Foods store on Stanyan and Haight.
Thank you,
Andrea Jacoby

1.7



Andrea Jacoby, Ph.D.
PRESIDENT, EFFECTIVE VOTING SOCIETY



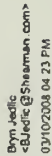
Andrea Jadwin
<ajadwin@pacbell.net>
02/26/2008 09:15 AM

To: sarah.b.jones@sigov.org
cc
bcc
Subject: Yes to Whole Foods in the Haight

Re case number: 2006.0460E - the best thing about this is that it
makes shopping walkable for those of us in the Haight/Inner Sunset.
We need to get OUT OF OUR CARS. } 1.5
As a SF resident, I am in favor of the project in its current scope - } 1.8
a full service store. The sooner the better.

Andrea Jadwin
1388 Sixth Avenue

2008.02.26 09:15 AM
Subject: Yes to Whole Foods in the Haight



To: sarah.b.jones@sfgov.org
cc: catherine.stam@gmail.com
bcc:
Subject: EIR findings for 690 Siarayan St.

Subject EIR findings for 690 Slattery St.

people live near the proposed Whole Foods development at 500 Stanton St., live at Permaquip and Cole) and would like to volunteer for the project. The draft EIR findings for the project, "Our neighborhood desperately needs a full size, state-of-the-art quality grocery store. Introducing a neighborhood food store into San Francisco as many residents of Haight Ashbury and Cole Valley will walk to 690 Stanton, rather than driving to other Whole Foods locations for other large grocery stores, in San Francisco (as we currently do each weekend), while current neighborhood grocers (such as Alpha Market and Market 32), offer great convenience and service, these stores are simply not the best range of products that would prevent residents of our neighborhood from traveling by car to larger grocery stores located elsewhere in San Francisco."

It would be heartbreaking if this project were not permitted to proceed because of the objections of a small minority of neighborhood activists who clearly do not represent the broader neighborhood community and whose objections are at odds with the views of the vast majority of neighborhood residents. This project will have a significant positive environmental impact on our neighborhood and on San Francisco and merits your full support.

Dear regards,

Bryn E. Jedlic
61 Parnassus Avenue
tel: 415-616-1198
mobile: 415-425-3495

This communication is not intended to be used, and cannot be used, by the recipient or any other person for the purpose of avoiding United States federal tax penalties that may be imposed on the recipient or such other person. In addition, if any United States federal tax advice contained in this communication is used or referred to in promoting, marketing or recommending any corporation, partnership or other entity, investment plan, concept, structure or arrangement which should be assumed to be the case by a recipient or other person who is not our client with respect to the subject matter of the advice, such tax advice should be construed as written advice to support the promotion, marketing or recommendation of such entity, plan, concept, structure or arrangement. The recipient should seek advice based on the recipient or other person's particular circumstances from an independent tax advisor. For further information, please go to http://www.pharmon.com/diclaimer/tax_diclaimer.html

10/10/2023 10:10:10 AM

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1.5

1.8

RECEIVED

March 10, 2008

MAR 12 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wycko
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Case Number 2006.0460E

Dear Bill:

We live near the proposed Whole Foods development at 690 Sanyan St. (we live at Parnassus and Cole) and would like to voice our strong support for the draft EIR findings for the project. Our neighborhood desperately needs a full-service, state-of-the-art quality grocery store. Introducing a Whole Foods store into our neighborhood will undoubtedly reduce carbon emissions in San Francisco as many residents of Haight Ashbury and Cole Valley will walk to 690 Sanyan, rather than driving to other Whole Foods (or other large grocery stores) in San Francisco (as we currently do each weekend). While current neighborhood grocers (such as Alpha Market and Real Foods) offer great convenience and service, these stores are simply too small to offer the broad range of products that would prevent residents of our neighborhood from traveling by car to larger grocery stores located elsewhere in San Francisco.

It would be heartbreaking if this project were not permitted to proceed because of the objections of a small minority of neighborhood activists who clearly do not represent the broader neighborhood community and whose objections are at odds with the views of the vast majority of neighborhood residents. This project will have a significant positive environmental impact on our neighborhood and on San Francisco and merits your full support.

Best regards,

Bryce Adelle
Bryce Adelle
61 Parnassus Avenue
Tel: 415-616-1198
mobile: 415-425-3495

Bill Wycko/CTYP/IN/SFGOV
02/29/2008 02:05 PM

To: Sarah B Jones/CTYP/IN/SFGOV@SFGOV

cc

bcc

Subject: Fw: Cala site Sanyan and Haight

----- Forwarded by Bill Wycko/CTYP/IN/SFGOV on 02/29/2008 02:05 PM -----

Stu Jenkins
<stjenkins@earthlink.net>
02/29/2008 12:52 PM

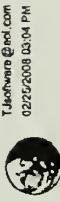
To: bill.wycko@sfgov.org

cc

Subject: Cala site Sanyan and Haight

Dear Bill, I have lived in the Haight for 40 years and own property on Shafter St. I think the proposed development of the Cala site is UGLY. This is the antithesis of the Haight. The architecture of the Haight is nearly Victorian Edwardian built before and after the '06 Quake. This development looks like it belongs South of Market, or in Oakland. It looks like it was designed by a committee. This is a selfish attempt of the developer to force a bad design on all of us. The market would cause lots of traffic and the hole that has to be dug on the shores of ancient Alvarado Lake just across the street is too deep. They will hit water. Please scale down this monstrosity. A change in the design is necessary. Thank you for taking time to read my e-mail.
Stu Jenkins. 415-350-9602.

4.5



T.Johnson@red.com
02/25/2008 03:04 PM
cc: HATA, st@yahoo.com, Ross Miskalini@sf.gov.org
bcc:
Subject: Re: Project at 690 Stanyan St, case # 2006.0460E

Re: Case # 2006.0460E

Dear Planning Department:

As a resident in the Upper Haight for over 12 years, we are writing in for full support of case number 2006.0460E, the full service Whole Foods and residential project, for these reasons:

- our neighborhood is lacking a full service grocery store now that Costa Foods has departed
 - our only full service grocery option now is to drive or have groceries delivered, neither environmentally friendly
 - the store will once again allow us to walk to get our groceries, reducing driving in the city
 - the development will revitalize that corner of the Haight, and also the surrounding neighborhood, in a positive way, both visually and with the added residences
 - the current lot is a blight on our neighborhood and it's time to move forward now
- We strongly support the full project without further delay.

Kind regards,

Thomas Johnson and Dennis Plessee
1576 Waller St

Delicious ideas to please the pickiest eaters. [Watch the video on AOL Livin'.](#)



Tama Johnson
tjohnson@red.com
02/27/2008 11:03 PM
cc: <hata_st@yahoo.com>
bcc:
Subject: Whole Foods Project Case 2006.0460E

Whole Foods Project
Case Number 2006.0460E

Dear Sarah Jones,

I am in support of the Whole Foods and housing project at 690 Stanyan. A full service neighborhood store is needed in the Haight-Ashbury area. It would improve the quality of life of the residents and the people that visit the neighborhood to enjoy Golden Gate Park and the surrounding areas. The current state of 690 Stanyan is an unsafe corner. As a woman, at night I avoid walking by the corner. When the parking lot (an eyesore) is not in operation, it becomes an abandoned corner that invites the homeless and people involved in the area's rampant drug trade to take over the space.

This part of District 5 wants and needs a full service grocery store. I usually do not drive my car to work; however, I must drive to the Castro or Diamond Heights Safeway stores for food. I would love to walk or ride my bike to 690 Stanyan to buy my groceries from a business in my own neighborhood. Also, I would love to see a project on the corner of Stanyan & Haight that would improve an area in a very blighting neighborhood.

Sincerely,

Tama Johnson
1251 Willard Street
SF, CA 94117

Need to know the score, the latest news, or you need your Hotmail? - get your "fix". Check it out.

"Karp, Susan"
<Skarp@peds.ucsf.edu>
03/10/2008 00:58 AM



To: Sarah O. Jones <sojones@sf.gov.org>
cc
bcc
Subject: Whole Foods on Stanyan case number 2006.0460E

Jona Jones
<sojones@yahoo.com>
03/06/2008 08:58 AM



To: sarah.o.jones@sf.gov.org
cc: Jona Jones <sojones@yahoo.com>
bcc
Subject: Support for case number 2006.0460E

To: Mr. Bill Mycko, San Francisco Planning Department

Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Jona R. Jones
118 Balboa Street
94117

As a Cole Valley resident I strongly support the Whole Foods Market to be built at 690 Stanyan. We are very much in need of a full service market in the neighborhood since Cala Foods closed. Our neighborhood needs a full service market with a broad range of products and services. The area is in need of a grocery store. There are many small non-and-pop grocery stores in the area but they are unable to supply the full grocery needs of the many households in the neighborhood. We primarily shop at these small stores for milk, bread, and other day-to-day needs. I do not believe that a grocery store on Stanyan will increase traffic to the area. People in the neighborhood would walk to the grocery store (as they currently do to the neighborhood cleaners, hardware store, etc) thus causing no additional environmental impact. When Cala Foods was at that location, there was no additional traffic. I would think that would be the same if Whole Foods were there. The Whole Foods on Stanyan is a great addition to the neighborhood and to being able to do a full grocery shop in the neighborhood.

Susan Karp
418 Belvedere St.



"Cummings, Rachel"
rcummings@onlok.org
03/06/2008 01:59 PM
cc
bcc
Subject: Case 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

- > I am very supportive of the Whole Foods project at Sanyan and } 1.7
- > Haight in its current scope. We need additional housing, and this neighborhood
- > needs a viable grocery store to serve a large, diverse population. When
- > construction is completed and Whole Foods opens, people will find it easy to walk } 1.5
- > to the grocery store, or get there easily by public transit, both of which are
- > great for the environment. With other Whole Foods Markets in the city,
- > there is no reason to believe 690 Sanyan will become a unique magnet for
- > shoppers, and the traffic will be manageable - no worse than traffic
- > associated with the former Cala Foods at the same location..
- > In addition, the proposed project will not only beautify this } 1.8
- > significant corner, but it will also become an important landmark as
- > both an entrance to Golden Gate Park, the west end of the Haight St. merchant
- > corridor. The net result will not create a negative environmental
- > impact for San Francisco.

Sincerely,

Rachel Cummings Klein
Oureach Specialist

On Lok Lifeways
1333 Bush Street
San Francisco, CA 94109
office 415.292.8876
fax 415.921.1359
rcummings@onlok.org
www.onlok.org



"Christopher J. Keane"
cjk@keaneandlaw.com
03/03/2008 06:33 AM
cc: cjk@keaneandlaw.com
bcc: cjk@keaneandlaw.com
Subject: Support for Whole Foods project

Dear Mr. Jones:

I am writing you to voice our support for the Whole Foods project at Haight/Sanyan.

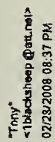
- My family has moved to Cole Valley from Ann Arbor, Michigan about 3 1/2 years ago, and we } 1.7
- love the neighborhood - but feel that it really needs a great market like Whole Foods.
- Unfortunately, as it is now, we need to drive to the Whole Foods stores in other parts of town, or } 1.5
- drive to Trader Joe's where one has to wait in line to even get your car into the parking lot off
- Masonic. This project would allow us to get there without driving.

In general, we feel it would be great for the neighborhood.

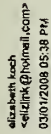
Thank you.

...

Christopher J. Keane
The Keane Law Firm
Child Injury and Child Abuse Lawyers
310 S. Jackson Street, 2nd Floor
San Francisco, CA 94111
Phone: (415) 398-2777
Fax: (415) 520-2203 (TDD) (415) 543-3777
Toll Free: (800) 888-8888
Email: cjk@keaneandlaw.com
Web: www.keaneandlaw.com



To <sarah.b.jones@sigov.org>
cc
bcc



Ty Sarah.b.jones@sfgov.org
cc
bcc
Subject case #2006.0160E

I CANNOT BELIEVE THERE ARE VOICES AGAINST!
ABSOLUTELY SUPPORT THE IDEA OF WHOLE FOODS AT
LOCATION OF PAST CALA FOODS!
ANY OTHER FOOD STORE SUCH AS WHOLE FOODS IN THE AREA.
WE NEED IDEAS SUCH AS RESIDENTIAL LOTS OR ANYTHING LIKE THAT DO NOT HAVE ANY
SENSE!
WE NEED QUALITY STORE IN THE SUBJECT AREA. MYSELF AND LOTS OF PEOPLE AROUND
FEEL VOID AFTER CALA FOODS DISAPPEARED.
ANOTHER ASPECT: WHOLE FOODS WILL UNDOUBTEDLY IMPROVE, ENHANCE THE AREA.

ANTHONY KLINGER

662 COLEST
SAN FRANCISCO, CA 94117
415-861-4508

1.7

Dear Mr Wycko,

I am a San Francisco native and resident on Walker Street between Shnyder and Cole. My husband and I bought a condo here and love the neighborhood. We are in full support of the Whole Foods market and housing project!!

Whole Foods will fit right in to the beautiful corner that is such a eye sore at the moment.

1.7
1.6

We now have a 7 month old daughter and it is a real shame and ultra extremely inconvenient to not have a clean full service grocery store in our fabulous neighborhood. It is so difficult to get around with a newborn baby in general- getting to a grocery is one big pain in the ass. Driving there, parking, dealing with the car seat and the stroller. I either have to go to Hyvairs, or Cal Mart over in Laurel Village which is basically no where near where we live or Andronicos in the inner suburb. It really sucks that all we have are small not the best quality markets around. Whole Foods is amazing, Best quality foods, produce, prepared foods everything. When condos are 1 million dollars there should be a decent grocery store.

In addition, the health department or someone should take a closer look at Alpha Market on Cole and Parnassus.. nasty and run down such a bummer.

MAKE IT HAPPEN!!

Elizabeth Link Koch

Bill Wycko@CTYPUNSFQOV
03/03/2008 12:30 PM



To: Sarah B Jones@CTYPUNSFQOV@SFGOV

cc

bcc

Subject: Fw: Proposed Structure on Slanyan and Haight Street

----- Forwarded by Bill Wycko@CTYPUNSFQOV on 03/03/2008 12:36 PM -----

"Liz Kroboth"

<ekroboth@gmail.com>

03/03/2008 09:49 AM

To: bill.wycko@sfgov.org

cc

Subject: Re: Proposed Structure on Slanyan and Haight Street



Dear Mr. Wycko,

I am writing to express my opposition to the construction of a condominium/retail structure on the corner of Haight St. and Stanyan St. 1.3

One major concern is that the proposed structure will cause a significant increase in vehicle traffic and need for parking. I think patrons of Whole Foods are not likely to take public transit because it is difficult to transport large quantities of groceries without a vehicle. In addition, patrons from many areas of the city will not have a direct route to this location, making it inconvenient to visit. Public transit, the Haight Street corridor is already congested with pedestrians, bicyclists, and traffic, and from the proposed building will only add to the congestion. Moreover, the builder does not plan to provide sufficient parking, which will force patrons to drive around the area looking for spots. This would further increase the congestion and may pose a hazard to pedestrians and cyclists because these drivers may be more focused on looking for a parking space than on people around them.

Another significant concern is that the building will be very out of place, and frankly, an eyesore. It appears the builder plans to construct a modern-style building, which clashes with the Edwardian architecture of other buildings, and old and much-loved character of the neighborhood. Independent stores, such as Abebe's records, the unique aesthetic of the neighborhood, and its incredible appeal, the proposed condominium/retail structure would conflict with and disrupt the character of this historic neighborhood. 4.4

In addition, the independent and locally owned businesses are a core part of the community's culture. Building a grocery store owned by a national chain in direct opposition to this culture. In addition, it could potentially take business away from nearby markets. It simply would not be 'The Haight' without these and other independent businesses lining its streets. This neighborhood is unique because of the diversity and quirkiness of the shops and people in this area. It is one of San Francisco's finest gems, and as should be carefully preserved. 12.2

Please feel free to contact me with questions.

Sincerely,

Elizabeth Kroboth
344 Carl St., Apt. 4
San Francisco, CA 94117
703.338.4897

PS: Please note that I am sending a signed hardcopy of this letter in the mail today.

Elizabeth Kroboth
344 Carl St., Apt. 4
San Francisco, CA 94117
703.338.4897

RECEIVED

MAR 04 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wycko
San Francisco Planning Department
1650 Mission St., Ste. 400
San Francisco, CA 94103

3/2/2008

Dear Mr. Wycko,

I am writing to express my opposition to the construction of a condominium/retail structure on the corner of Haight St. and Sanyan St.

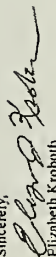
One major concern is that the proposed structure will cause a significant increase in vehicle traffic and need for parking. I think patrons of Whole Foods are not likely to take public transit because it is difficult to transport large quantities of groceries without a vehicle. In addition, patrons from many areas of the city will not have a direct route to this location, making it inconvenient to utilize public transit. The Haight Street corridor is already congested with vehicles, pedestrians and bikers; traffic to and from the proposed building will only add to the congestion problem. Moreover, the builder does not plan to provide sufficient parking, which will force patrons to drive around the area looking for spots. This would further increase the congestion and may pose a hazard to pedestrians and cyclists because these drivers may be more focused on looking for a parking space than on people around them.

Another significant concern is that the building will be very out of place, and frankly, an eyesore. It appears the builder plans to construct a modern-style building, which clashes with the Edwardian architecture of other buildings, and old and much-loved character of the nearby independent stores, such as Anocha Records. The unique aesthetic of Haight Ashbury is part of its incredible appeal. The proposed condominium/retail structure would conflict with and disrupt the character of this historic neighborhood.

In addition, the independent and locally owned businesses are a core part of the community's culture. Building a grocery store owned by a national chain in direct opposition to this culture. In addition, it could potentially take business away from nearby markets. It simply would not be "The Haight" without these and other independent businesses lining its streets. This neighborhood is unique because of the diversity and quirkiness of the shops and people in this area. It is one of San Francisco's finest gems, and as should be carefully preserved.

Please feel free to contact me with questions.

Sincerely,


Elizabeth Kroboth



"Andrew Kuboreky"
akuboreky@sf.gov
03/01/2008 01:41 PM
cc
bcc
Subject: Case#2006.0460E

Dear Ms. Jones:

RE: Yes on Whole Foods in the Haight.

I am writing in support of this project in its current scope. Our neighborhood needs and deserves a viable, full service, state of the art grocery store to serve a large and very diverse population. When it is completed, I am sure people in the neighborhood will find it easy and pleasant to walk to the grocery store. There are other Whole Foods Markets in the City, so it would not necessarily bring traffic to the Haight-Ashbury from other parts of the city. In any event even if there is an uptick in traffic volume, the benefits of this store will outweigh the negatives.

Whole Foods is the kind of grocery store that many in our area would favor, as there are a lot of health and environmentally conscious people here who want to be able to buy the quality organic and natural meat, poultry, seafood, produce and dairy products, etc. that Whole Foods Markets purvey. I believe it would thrive.

Also, I believe that the proposed project will enhance the attractiveness of the area, i.e. the entrance of Golden Gate Park, and will provide significant services and refreshment for park-goers. I do not believe it would have a negative environmental impact for San Francisco.

As a member of the Haight-Ashbury community for more than 25 years, I can say we want this store and we need it.

Thank you very much for your consideration.

Sincerely,

Andrew Kuboreky

A S K
Andrew B. Kuboreky, ASA
Planning & Development | San Francisco

542 Seward Street
San Francisco, CA 94117
Tel: 415 655 6189 Fax: 415 564 0001 Cell: 415 250 4414



"Marita Kubersky"
<marita@ashy.net>
07/25/2018 01:31 PM
To: <ssan@jones@sigow.org>
cc:
bcc:
Subject: Ceres#2006.0490E

Dear Ms. Jones:

I am writing in support of this project in its current scope. We are in need of housing and this neighborhood needs a viable, full service, state of the art grocery store to serve a large and very diverse population. When it is completed, I am sure people in the neighborhood will find it easy and pleasant to walk to the grocery store, and it can also be reached easily by public transportation, both of which are beneficial for the environment. There are other Whole Foods Markets in the city, so it would not necessarily bring traffic to the Haight-Ashbury from other parts of the city.

1.5

Whole Foods is the kind of grocery store that many in our area would favor, as there are a lot of health and environmentally conscious people here who want to be able to buy the quality organic and natural meat, poultry, seafood, produce and dairy products, etc. that Whole Foods Markets purvey. I believe it would thrive.

1.7

Also, I believe that the proposed project will enhance the beauty of the area, the entrance of Golden Gate Park, and will provide significant services and refreshment for park-goers. I do not believe it would have a negative environmental impact for San Francisco.

1.4

As a member of the Haight-Ashbury community for more than 25 years, I can say we want this store and we need it.

Thank you very much for your consideration.

Sincerely,

Marita Kubersky,
542 Bebedere St.
San Francisco, CA 94117

RECEIVED

JAN 25 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
S.F.A.

January 22, 2008

Connie Kullberg
1901 Page Street
San Francisco, CA 94117

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
690 Sianyan Street Mixed Retail/Residential Project
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

As a neighbor on the same block as the proposed project on 690 Sianyan Street I want to champion the proposed project and let you know that I am VERY much in favor of the plan. It will add tremendously to the corner across the street from the entrance to Golden Gate Park. The combined mix of retail and residential are in complete keeping with the neighborhood and will further add to the charm and flavor of the area.

1.8

In addition, Whole Foods is a large proponent of the international push to eliminate use of plastic bags globally. This is definitely an initiative that the city should support in businesses that want to expand in our city. Whole Foods also hires locally and definitely supports the communities they operate in.

1.7

Thank you for you adding my vote in support of this project. Now, let's get it built!

Regards,

Connie Kullberg

Sarosh D. Kumana
03/09/2008 03:22 PM



To: sarah.b.jones@sfgov.org
cc: info@sfncsl.org
bcc:
Subject: Housing in the Haight / Mixed Use

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With several other Whole Foods Markets and similar organic food purveyors in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Sarosh D. Kumana
www.sfncsl.org
Tel: 415-881-4654
Cell: 415-428-5184
Fax: 415-931-4004
Skype/Vide: sarosh-kumana

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William Lafferty
<willl@sfncsl.net>
02/25/2008 09:10 PM

To: sarah.b.jones@sfgov.org
cc: HAMA_s@yahoo.com
bcc:
Subject: case number 2006.0460E

Dear Mr. Wycko
RE: Case 2006.0460E

I would like to give my support to the propose building project at 690 Stanyan street. This project addresses the need for housing in the city. Improves the entrance to Golden Gate Park and adds full service grocery store to the neighborhood. The result is a plus for the neighborhood and the people who visit the park.

Thank you for you time
sincerely, William Lafferty

1.8

1.7

1.5

1.8

To: "Sarah Jones" <sarah.b.jones@sf.gov.org>
cc: "Group HAJA chail@yahoooivns.com"
bcc:
Subject: 690 Stanyan case 2006.0460E

"Norman Larson"
<nlorp@pacbell.net>
022112208 06:54 PM



Dear Planning Department:

I'm a local Haigh-Ashbury resident and businessman. I am writing this in support of the Whole Foods/Housing Development EIR draft.

Our neighborhood well suited for a relatively high density housing/commercial plan. We are well served by public transportation, and therefore we are the kind of neighborhood that is suited for this kind of multi-use development. The plan is definitely smart growth. 1.7

Our neighborhood lacks a full service market. The draft EIR will ensure that neighbors can do more of their shopping in the neighborhood, hopefully by walking, rather than driving elsewhere to do it. This is an environmental plus. 1.5

Very truly yours,

Norman T. Larson
557 Ashbury St.

To: <sarah.b.jones@sf.gov.org>
cc: <ross.milke@sf.gov.org>
bcc:
Subject: Support for Casa 2006.0460E

"Denise Lapina"
<dlapina415@comcast.net>
02/28/2008 10:04 AM



Dear Mr. Wycho:

I am writing to express my full support of the residential/Whole Foods Market plan (case 2006.0460E) at 690 Stanyan Street. 1.7

The EIR study found a less-than-significant increase in traffic to the project site. Also, the project will not impact air quality to any greater degree than what was previously experienced when Casa Foods was at the same location. A project of this scope will benefit and have positive effects for many San Franciscans as it will provide immediate geographic access to a full service grocery thereby lessening adverse environmental effects associated with traveling out of the area for such needs. 1.8

Anything less than a full service store will have significant negative environmental impacts as: a) the lot will remain a blight on our neighborhood for years to come while it languishes in redesign, and b) residents will be forced to continue driving to more distant stores for their grocery needs. 1.6

Thank you for your time and consideration of this matter. 1.5

Sincerely,

Denise Lapina
Casa Valley Resident/District 5

"Larson, Ilsa"

<larsoni@peds.ucsf.edu>

02/26/2008 07:56 AM

To: sarah.b.jones@sfgov.org

cc: ross.mirkarimi@sfgov.org, HAA_sl@yahoo.com

bcc:

Subject: Re: Case Number 2006.0460E



Dear Mr. Jones,

I am writing to express my support for the proposed construction plan at the corner of Haight and Stanyan Streets. I believe that the addition of a Whole Foods Market will have many positive impacts on the neighborhood, including an environmental benefit. Importantly, residents will have the ability to walk to a full service local market, thereby reducing vehicle use and harmful emissions. As you know, the EIR draft found a less-than-significant impact on traffic to the area as well as no negative impact on air quality.

Thank you for your time,

Ilsa Larson, MD
17 Ashbury St., #2
San Francisco, CA 94117

1.7

1.5

690 STANYAN STREET PROJECT CONCERNS

RECEIVED

FEB 26 2008

CITY & COUNTY OF SF
PLANNING DEPARTMENT

Bill Wycko
Environmental Analysis
Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

February 24, 2008

Dear Mr. Wycko,

As a forty year resident of the Haight, please review concerns I have regarding the 690 Stanyan Street Project, formerly CALA, pp. 2-3 of this document.


I wish to be very clear that the Planning Department and Commission know I accept that I live in an urban neighborhood, that I support and, in fact, encourage, appropriate and neighborly development, as well as the rights and responsibilities of a free enterprise society.

2.3

Please know that the decision made regarding this development is what the neighbors will live with, day in and day out. I strongly feel that the long term risks to pedestrian, vehicular and MUNI demands a reduction in the scale of this project.

I accept that I will lose my view of Clarendon, that southern sunlight will be significantly diminished, that it will be a projected 28-month construction site. Those are the personal sacrifices made when living in our fair city.

Respectfully seeking consensus,


Susan B. Latham
1965 Page Street #301
San Francisco, CA 94117

cc: Ross Mirkarimi

Page 1 of 3
Respectfully submitted by Susan Latham
February 23 2008

690 STANYAN STREET PROJECT CONCERNS

1. 24 hour/day HVAC and refrigeration issues (noise and exhaust) for a development of this scale 7.8
2. Height Street zoning
 - a. Please respect square foot limit and void current PUV (Provisional Use Variation). 12.1
 - b. Whole Food is not primarily a neighborhood serving retail. 1.2
3. Effect on local produce market, i.e., locally family-owned business
 - a. Whole Foods, an equity partner, markets are really for upscale customers; 1.2
 - b. Not an affordable grocery or full service grocery store.
4. Parking and traffic
 - a. Point of destination market that will create a situation not unlike Trader Joe's on Masonic @ Geary during peak hours of operation; 6.8
 - b. Pedestrian and vehicular fatality risk. 6.14
 - c. Service and delivery impact
 - i. on street parking and circling vehicles waiting for entrance during busiest times of the day and year. 6.11
 - ii. SERVICE AND DELIVERY: number and size of delivery trucks (only one dock site in garage/impact to Fell Street);
 - d. EIR is based on existing CALA trips and two date: November 23rd and December 3rd, very quiet time of the year. 6.1
 - e. Golden Gate Park Summer Festival and Event season, i.e., there are multiple events in the east end of Golden Gate Park, as well as Kazar Stadium and Pavilion, Sharon Studio, Children's Park and carousel. A skate boarding park is planned for development at Waller and Stanyan Streets.
5. Impact on character of the neighborhood
 - a. Pedestrian safety, especially children, families and those with challenged mobility; 6.14
 - b. Bicycles, baby strollers, dog walkers and other alternative transportation; 8.4
 - c. Boys and Girls Club children and families walk to McDonald's;
 - d. PUV (Provisional Use Variation) increases impact shadows on homes and backyards.
6. Architectural design and scale
 - a. Frank Gehry's 'Dancing House' design and pastel colors are out of character with neighborhood and the park entrance. This design concept is great for a new office building to symbolize urban renewal and development, i.e., SOMA); 4.4
 - b. scale of project is just too large; 1.1
 - c. single entrance on Stanyan Street; 6.11
 - d. only one loading dock located within the parking structure, request for 85' commercial vehicle designation on Stanyan Street.

Page 2 of 3
Respectfully submitted by Susan Lethem
February 23, 2008

690 STANYAN STREET PROJECT CONCERNS

7. MUNI routes will be disrupted, i.e., impacts transit over parking, Transit First
 - a. Haight Street dead ends onto Stanyan with buses turning both ways 6.10
8. Stanyan Street
 - e. has an emergency room (St Mary's @ Hayes Street); 6.13
 - b. UCSF has emergency vehicles use the Stanyan Street corridor;
 - c. a Fire Station that uses Stanyan as a main artery,
 - d. Boy and Girls Club (@ Page Street) already has serious problems with double parking, parking on the sidewalk, and school bus parking (Please see www.chaosonpage.com); 6.14
 - e. Park Station police use Waller and Stanyan to enter their district;
 - f. The traffic at Stanyan/Fell/Oak/JFK is already very dangerous;
 - g. Taxis use Haight>Stanyan>Page>Shrader>back to Haight Street as a speedy turnaround, that is, if they do not perform a U-turn on Shrader & Haight. 6.13

690 STANYAN STREET PROJECT CONCERNS
The former CALA site

1. Stanyan Street
 - a. has an emergency room (ST Mary's @ Hayes Street);
 - b. UCSF has emergency vehicles use the Stanyan Street corridor;
 - c. a Fire Station that uses Stanyan as a main artery;
 - d. Boy and Girls Club (@ Page Street) already has serious problems with double parking, parking on the sidewalk, and school bus parking (Please see www.chaosonpage.com);
 - e. Park Library
 - f. Park Station police use Waller and Stanyan to enter their district
 - g. The traffic at Stanyan/Fell/Oak/JFK is already very dangerous;
 - h. Taxis use Haight-Stanyan>Page>Shrader>back to Haight Street as a speedy turnaround, that is, if they do not perform a U-turn on Shrader & Haight;
2. Parking and traffic
 - a. Point of destination market that will create a situation not unlike Trader Joe's on Masonic @ Geary during peak hours of operation;
 - b. Pedestrian and vehicular fatality risk;
 - c. Service and delivery impact
 - i. on street parking and circling vehicles waiting for entrance during busiest times of year;
 - ii. SERVICE AND DELIVERY: number and size of delivery trucks (only one dock site in garage/impact to Fell Street);
 - d. EIR is based on existing CALA trips and two date: November 23rd and December 3rd, very quiet time of the year;
 - e. Golden Gate Park Summer Festival and Event season, Le., there are multiple events in the east end of Golden Gate Park, as well as Kezar Stadium and Pavilion, Sharon Studio, Children's Park and carousel. A skate boarding park is planned for development at Waller and Stanyan Streets.
3. MUNI routes will be disrupted, i.e., impacts transit over parking, Transit First
4. Haight Street dead ends onto Stanyan with buses turning both ways
5. 24 hour/day HVAC and refrigeration issues (noise and exhaust) for a development of this scale
6. Haight Street zoning
 - a. Please respect square foot limit and void current PUV (Provisional Use Variation);
 - b. Whole Food is not primarily a neighborhood serving retail.
7. Effect on local produce market, Le., locally family-owned business
 - a. Whole Foods, an equity partner, markets are really for upscale customers;
 - b. Not an affordable grocery or full service grocery store.
8. Impact on character of the neighborhood

690 STANYAN STREET PROJECT CONCERNS
The former CALA site

- a. Pedestrian safety, especially children, families and those with challenged mobility;
- b. Bicycles, baby strollers, dog walkers and other alternative transportation;
- c. Boys and Girls Club children and families walk to McDonald's;
- d. PUV (Provisional Use Variation) Increases impact shadows on homes and backyards.
- e. National Register of Historic Places Stanyan Park Hotel façade; the proposed façade is not in keeping with the character, nor aesthetics of our neighborhood. The Draft EIR basically punts this review to the Planning Department and Planning Commission as "part of the project review, a process separate from the environmental review" (page 60);
8. Architectural design and scale
 - a. Frank Gehry's 'Dancing House' design and pastel colors are out of character with neighborhood and the park entrance. This design concept is great for a new office building to symbolize urban renewal and development, Le., SOMA;
 - b. scale of project is just too large;
 - c. single entrance on Stanyan Street;
 - d. only one loading dock located within the parking structure, request for 85' commercial vehicle designation on Stanyan Street;

Bill Wycko
Major Environmental Analysis
Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

March 10, 2008

RECEIVED

MAR 05 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Dear Mr. Wycko,

Thank you for the one week extension afforded by the Planning Commission. I wish to re-submit my questions and concerns, and strongly urge the department to encourage smart and innovative development.

- Look to the new Faletti model (Fall/Divisadero) and the Safeway remodel (6th Street/Cabrillo) Perfect examples of tucking full service grocery stores into a neighborhood with tremendous respect for their neighbors:
- Those who support the EIR, as presented, have an unreasonable fear of a 'Denied Can' establishment, a déclassé market. Be sure that we of the 'Flatlands' were not invited to the 'community organizing' events which served up 'yummy Whole Foods' treats. Please know that the good people of the out-lying neighborhood, who believe in their imaginations that they will be lugging their bags of groceries up the hill or back to the Sunset, will be the ones driving to and from this location;
- High density of pedestrian tourists who visit the Height from every corner of the world; come visit the Height on a weekend when the events in the park are in full swing. Those of us who live here take care of businesses during the week because of the density of pedestrian and vehicular traffic on weekends;
- I feel as though the responses from some the Planning Commissioners were warm and fuzzy moments regarding their appreciation of Whole Foods. Please look at the Height itself, especially in relation to the park, not other 'Whole Foods' sites. If Whole Foods wishes to be as innovative as it claims, I challenge an analysis and design that reflects that claim;
- Request to observe the Height Commercial Zoning code. When this developer's last two projects on Height Street were made to come into compliance with the commercial zoning code, the neighborhood got a bank (having not had one for nine years!!!) and a Goodwill, both of great benefit to residents and merchants alike;

12.1

We, the Flatlanders of the Height Ashbury, are the non-profit workers, teachers and students, the housecleaners, the retail workers, the delivery services, the cab drivers, the hotel and restaurant workers, the childcare workers, the healthcare providers, the pet care providers, the home and garden workers, working actors,

1.1

Page 1 of 4
Respectfully submitted by Susan Lehem
March 10, 2008

artists, artisans and writers and ...well, you get what I saying here. We live in flats and studio apartments that we hold dear.

The irony here is that, would a project of this size be planned in Coda Valley and the Inner Sunset, those of us who oppose this development as presented, would stand firmly with those who would most assuredly oppose a like development, and for the same reasons as we oppose 690 Stanyan Street. Please know that the very people who support 'Whole Foods', an equity partner, would reject such a development in their own back yards, demanding that commercial zoning codes be enforced. The Inner Sunset stopped just such a project on 9th Avenue and Lincoln Boulevard for exactly the same reasons posed here!

Those supporting this development as proposed in the draft EIR have the option, if it does turn into a hideous traffic mess, to turn their backs on it and return to shop the great little cafes and patisseries, deli markets, cheese shops (the best in the city, in my humble opinion), pharmacy, wine shop, beauty shops...Ashbury Market, the health food store on Frederick & Stanyan. Well, again, you get the idea. This is what we love about Paris, and how we envision San Francisco, America's most European city!

...and, exactly how green is this building?

Respectfully,



Susan O. Latham, A One Less Car Person and Working Artist
1965 Page Street #401
San Francisco, CA 94117

p.s. You may supplant my previous list of project concerns dated February 24, 2008 with the updated attachment.

cc: Supervisor Ross Mirkarimi

Page 2 of 4
Respectfully submitted by Susan Lehem
March 10, 2008

690 STANYAN STREET PROJECT CONCERNS

1. Haight, Stanyan and Page Streets
 - a. The scale of project is just too large: this is a seven-storey structure, with three levels of garage underground;
 - b. St Mary's Hospital emergency room @ Hayes Street;
 - c. UCSF emergency and intra-hospital transit vehicles use the Stanyan Street corridor;
 - d. a Fire Station that uses Stanyan as a main entry;
 - e. Boy and Girls Club (@ Paga Street) already has serious problems with double parking, parking on the sidewalk, and school bus parking (Please see www.chicagopage.com);
 - f. Park Library which has toddler reading programs;
 - g. Park Station police use Waller @ Stanyan to enter their district;
 - h. The traffic at Stanyan/Fall/Oak/JFK is already very dangerous;
 - i. Taxis use Haight>Stanyan>Paga>Shrader>back to Haight Street as a speedy turnaround, that is, if they do not perform a U-turn on Shrader & Haight;
2. Parking and Traffic
 - a. Point of destination market that will create a situation not unlike Trader Joe's on Masonic @ Geary during peak hours of operation;
 - b. Increase pedestrian and vehicular fatality risk; pedestrian safety, especially children, families and those with challenged mobility;
 - c. Bicycles, baby strollers, dog walkers, runners as well other alternative transportation like the tiny touring cars;
 - d. Boys and Girls Club children and families walk to McDonald's;
 - e. Service and delivery impact
 - i. circling and/or vehicles lining up for entrance/exit during busiest times of the day and year;
 - ii. number and size of delivery trucks; how will drivers see around service/delivery trucks parked in the commercially designated parking along Stanyan?
 - iii. only one loading dock located within the parking structure, request for 65 commercial vehicle designation on Stanyan Street;
 - iv. "Mini freeway entrance/exit" that also require trucks to back into the loading dock from the south bound lane of Stanyan? (How will trucks be directed during this maneuver?);
 - v. single entrance on Stanyan Street for loading/service, tenants and shoppers: Will a right turn only be created for those exiting?
 - vi. How will trucks manage the turns off Fall onto Stanyan from the very small exit; how will trucks turn onto Oak Street avoiding the small entrances? Where will they wait, if they cannot park/unload?
 - f. North of proposed entrance/exit on and around the corner on Page Street are banks of garages with multiple parking spaces. These vehicles back into both Stanyan and Page Streets exit into on-coming traffic;
 - g. Will there be a right hand turn only exit onto Stanyan Street, thereby directing more traffic onto Paga Street? Again, please refer to

Page 3 of 4
Respectfully submitted by Susan Latham
March 10 2008

690 STANYAN STREET PROJECT CONCERNS

- www.chicagopage.com; a few blocks away. <http://www.sfbike.org/> and <http://www.fixmasonic.org/>; 6.14
 - h. EIR is based on existing CALA trips and two dates: November 27th and December 3rd, very quiet time of the year;
 - i. Golden Gate Park Summer Festival and Event season, i.e., there are multiple events in the east and of Golden Gate Park, as well as Kazar Stadium and Pavilion, Sharon Studio, Childran's Park, and carousel. A skate boarding park is planned for development at Waller and Stanyan Streets;
 - j. September 2008 re-opening of the California Academy of Sciences; 6.16
 - k. The many walking, running and bicycling events through the park including, but not exclusive to Bay to Breakers, Run to the Far Side, AIDS Walk, Breast Cancer Awareness, San Francisco Marathon, as well as Opera in the Park, Ala Carte Ala Park, Hardly Strictly Blue Grass, and many more events that enjoy huge attendance numbers; 6.5
 - l. There already exists a Fix Masonic, the eastern border of the Haight, an organization committed to addressing traffic dangers that impact the Panhandle at Fell & Oak Streets; 6.13
 - m. Large tour buses and vans, mechanized cable cars, mini-touring cars cruising the Haight Ashbury year round; 6.17
 - n. City Car Share currently has parking slots at Kezar Parking, one block south;
3. MUNI routes will be disrupted, i.e., impacts transit over parking, Transit First Haight Street dead end onto Stanyan with buses turning both ways; 6.10, 6.11
 - a. This will especially impede the journey of the 33-Ashbury when it turns north onto Stanyan Street;
 - b. 24 hours/day HVAC and refrigeration issues (noise and exhaust) for a development of this scale; 7.8
4. Height Street zoning
 - a. Please respect square foot limit and void current Provisional Use 12.3
 - b. Variation; 1.2
 - c. Open Space requirements on the roof, how does this work?; 8.1
5. Affect on local produce market, i.e., locally family-owned business
 - a. Whole Foods, an equity partner, markets to upscale customers (who have had the benefit of 'community events' with treats provided by Whole Foods); 1.2
6. Impact on character of the neighborhood, architectural design and scale
 - a. PUV (Provisional Use Variation) increases impact shadows on homes and backyards; 8.4
 - b. National Register of Historic Places Stanyan Park Hotel facade, the proposed facade is not in keeping with the character or aesthetics of our neighborhood (page 60); 4.4

Page 4 of 4
Respectfully submitted by Susan Latham
March 10 2008

Local

Chen, T. H.
L. 1000 47.0

SAN FRANCISCO.

Today, neighborhood and safety groups will hold a rally in front of the San Francisco Day School on Masonic and Golden Gate avenues to raise awareness about neighborhood concerns.

The petition follows a resolution unanimously passed by the Board of Supervisors on Feb. 12 that urged the MTA to develop funding and planning options for an extensive overhaul of Mission Avenue. The 43-Masonic Muni building runs along the street, as does San Francisco's Bike Route 55.

There isn't just one problem," Christiansen said. "Each person in this neighborhood could give you a dozen different concerns about safety on this street."

The intersection at Fell and Mission had the fifth-highest number of bicycle and automobile collisions from 2002-06, according to Rachel Kratz of the San Francisco Bicycle Coalition.

The MTA is also looking at installing a red arrow light on Felt Street that would prevent automobiles from taking a left turn. Meanwhile, pedestrians and bicyclists are entering and leaving the Penthouse. True said.

Examiner



I am writing in support of Case Number 2006.0460E, the full service grocery store (Whole Foods). I am a resident of the Haight Street area and feel very strongly that a project like this will greatly improve the neighborhood.

Thank you for your consideration.

Emily Leahy



"margoleahy@sbcglobal.net"
<margoleahy@sbcglobal.net>

02/26/2008 06:45 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: re: whole foods

Dear Sarah,

We are long time (23 years) homeowners in the neighborhood and are
thrilled at the prospect of a Whole Foods Store at the old Cala site. } 1.7

Best of luck, Margo Leahy

Nick Leahy
nick@sparkpr.com
02/22/2008 05:04 PM

Hello Sarah -

I'm writing to let you know of my strong support for cast number 206.0460E, the full project that
includes a full service grocery, housing and adequate parking to serve both at the corner of Haight St.
and Stanyan. I am a resident of Waller Street and was thrilled to hear of this proposal in 2006 and am
very dismayed by groups trying to get in the way of progress. } 1.8

Thank you,

Nick



Kristy Leffers
<kristy@mlaffers.com>
03/06/2008 12:09 PM
Please respond to
kristy@mlaffers.com

To: Sarah b.jones@sfgov.org
cc: Ross Mirkarimi@sfgov.org, haa_es@yahoo.com
bcc:
Subject: Whole Foods

Hi,

I live in the neighborhood and I support the project which is being proposed including a full service grocery, housing and parking known as case# 2006.0460E. } 1.8

I support the draft EIR findings for the 690 Stanyan site. There is no full service grocery store in walking distance in the neighborhood and there was a grocery store there before. I think Whole Foods is a good choice because it has many organic choices and gives back to the community. } 1.5
Also, housing is always needed and I think the site would be good for that as well. } 1.7

Thanks,

Kristy Leffers



"Scott Lebus"
<scottlebus@gmail.com>
03/03/2008 08:16 AM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Proposed Whole Foods

Dear Sarah,

I am writing to share my concerns for the proposed development on 690 Stanyan (corner of Haight and Stanyan). In general I am strongly in favor of the grocery store and the residential units. My only concern is the traffic implications. The report grossly under estimates the effect of the northbound traffic turning left to enter the garage. That is already a problem area as it backs up beyond Oak and Fell during peak traffic hours. Stanyan street is a very busy street as it cuts through the park and it wasn't designed like Masonic. My suggestion is to add a southbound ramp on the west side of the road that goes underneath the road. I am sure this would be expensive and probably would require an enormous amount of red tape as they would have to use a little park land. The report does not take into account that Whole Foods is a specialty market that is likely to draw people as far as the outer Sunset and Richmond districts. Nobody wants to create a situation like Trader Joe's on Masonic. Its implications would be disastrous as that corner is far busier as it is the entrance to the park and to Haight street. } 1.8
} 6.11
} 6.7

Thank You for Your Concern.

Scott Lebus

Joanne Lewis

<Joanne_Lewis@linehc.com>

03/03/2008 10:18 AM

To: <sarah.b.jones@sfgov.org>

cc: <ross.milkenm@sfgov.org>

bcc:

Subject: Whole Foods Case #2006.0460E



Hi,

I'm writing in support of building a Whole Foods grocery on the corner of Stanyan and Haight Sts. We are a one-car family and we rarely drive. A full service store will insure that we as residents do not have to drive to other parts of the city for groceries, which is good for the environment. Vehicle traffic associated with the site should not be significantly different than it was for Cala Foods, which we frequented quite often.

Also, as a parent, that intersection becoming a hub for drug users worries me.

Thank you,

Jeanne Lewis



"Chip Linehan"

<chlineh@mea.com>

02/26/2008 10:45 AM

To: <sarah.b.jones@sfgov.org>

cc: <HAIA_sf@yahoo.com>

bcc:

Subject: Correspondence re Case # 2006.0460E

Mr. Bill Wycko, San Francisco Planning Department

Date:

2/26/08

Re:

Case # 2006.0460E

Dear Mr. Wycko,

I support the draft EIR findings for the 650 Stanyan St. project, for the following lists reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking as I will rarely drive a grocery store when I will be able to head to walk to a store that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

Thank you very much for your time.

Sincerely,

Chip Linehan
25 Belgrave Ave
San Francisco, CA 94117

1.8
6.1
7.2
11.1



Molly Linehan
 <mollyp@earthlink.net>
 02/25/2008 05:38 PM

To: ross.miktarini@sfgov.org, sarah.b.jones@sfgov.org
 cc: HALLA_sl@yahoo.com
 bcc:
 Subject: Whole Foods Haight/Stanyan



Caitlin Long
 <clong1@sborglobal.net>
 02/29/2008 12:20 PM

To: sarah.b.jones@sfgov.org
 cc:
 bcc:
 Subject: supportforwholefoodsmarket

> Dear Mr. Mycko,
 > re: case number 2006.0460E

- > I am very supportive of the project in its current
- > scope. We need this neighborhood needs a viable
- > routing, store to anchor
- > large diverse population. When construction is
- > completed and whole
- > Foods opens, people will find it easy to walk to the
- > grocery store, or
- > get there easily by public transit. both of which
- > are great for the
- > environment. With other Whole Foods Markets in the
- > city, there is no
- > reason to believe 690 Stanyan will become a unique
- > magnet for shoppers.
- > In addition, the proposed project will not only
- > beautify this
- > significant corner, but it will also become an
- > important landmark as
- > both an entrance to Golden Gate Park, the west end
- > of the Haight St.
- > merchant corridor.
- > The net result will not create a negative
- > environmental impact for San
- > Francisco.
- > Sincerely,

Molly P. Linehan, MD

Be a better friend, newshound, and
 know-it-all with Yahoo! Mobile. Try it now.
<http://mobile.yahoo.com/ylt=AhU061625F8HDTDypoc8KcJ9tAcJ>

I am writing in support of case number 2006.0460E -

Currently my neighborhood has no full service market. To shop for my family, I need to get in my car and drive to a different neighborhood. This defeats the environmental purpose of living in a city-dense living which requires less driving. The Haight/Ashbury would be much improved with real grocery solutions for all its residents.

Thanks,
 Caitlin M Long
 516 Belvedere Street
 94117

wozozoz
<wozozoz@pacbell.net>
02/23/2008 08:43 PM



To: sarah.b.jones@sfgov.org
cc: HAJA-haja_s@yahoo.com
bcc: Subject: Case Number 2006-0460E - Support the Draft EIR

RE: Case Number 2006-0460E

Dear Mr. Wycko,

We support the draft EIR findings for the 690 Stanyan St. project. Our neighborhood needs a full service quality grocery store. The Haight in a dense neighborhood, and the project will allow us and many other residents to be able to walk to a full service grocery store. We live within an easy 10-minute walk to the proposed store, which will allow us to cut down on the number of car trips we make for grocery shopping. 1.8

When we lived in Southern California for two years, we were able to walk and shop at a Whole Foods store. When we returned to SF, we were disappointed that we could no longer walk to a quality full service grocery store to do our grocery shopping. Because there are other Whole Foods Markets in the City, we do not believe the store will attract shoppers from other neighborhoods. 1.5

The proposed project also provides the City with much needed housing. If the Planning Department makes the project smaller, it will fail resulting in people who live in the Haight to use their cars to do grocery shopping. 1.8

The net result is that the project as proposed will not create a negative environmental impact for San Francisco.

Sincerely,

Ray and Lorraine Lucas
42 Clayton

cc: haja_s@yahoo.com

"Monica Mella Loos"
<monica@monicaloos.com>
02/28/2008 08:31 AM
Please respond to
<monica@monicaloos.com>



To: <sarah.b.jones@sfgov.org>
cc: <Ross.Mikami@sfgov.org>
bcc: Subject: Support for Development Project at 690 Stanyan Street - Case#2006-0460E

To Whom it May Concern:

We are writing to express our full support for the Whole Foods/Housing project in its current scope. As residents of Haight-Ashbury we are in favor of having a full service grocer in this neighborhood, something we lack. We currently drive to other neighborhoods to shop for groceries and related products, including driving to other Whole Foods. Whole Foods would be a welcome business as they carry a wide variety of high quality product, meat, and other projects and they do an excellent job of maintaining their other properties. This location is well-served by public transportation, making it convenient for the housing development as well. The project will serve to beautify the entrance to the Golden Gate Park. 1.7

We are excited about this opportunity and the positive impact it would have in our neighborhood and the city. We encourage the Planning Commission to approve the project and mitigate any unnecessary delays in developing the site. 1.5

Monica & Dan Loos
1534 Weller 1.8



blyalls@aol.com
02/19/2008 12:39 PM

To sarah.b.jones@sfgov.org
cc
bcc
Subject Whole Foods - Sianyan - EIR - SUPPORT FOR PROJECT

My name is Bruce Lyall and I've owned Recycled Records at 1377 Haight St. since 1978 and, in my opinion, this project is a no-brainer. A grocery store to replace the one that ceased to do business, and housing with parking? What's not to like? Environmentally I don't see an issue, at all. Regards,
Bruce Lyall

1.8



"Arthur E. Lyons"
<artlyons@pacbell.net>
03/06/2008 11:15 PM

To sarah.b.jones@sfgov.org
cc
bcc
Subject Whole Foods Store Sianyan St. proposal

As a long-term resident on Belvedere St., I urge you to support the proposal by Whole Foods. The neighborhood desperately needs a proper supermarket and the site is an ideal one.

1.7

Thank you
Arthur E. Lyons
428 Belvedere St. SF, 94117
artlyons@pacbell.net

RECEIVED

FEB 6 8 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Sara MacPherson
510 Cole Street
San Francisco, CA 94117
(415) 701-7826

February 6, 2008

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suite 400
San Francisco CA 94103

RE: Please approve 690 Stanyon Street Development

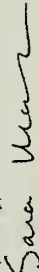
Dear Mr. Wycko,

I write in strong support of the proposed grocery store/apartment development project at 690 Stanyon Street.

I am a homeowner who lives two short blocks away from the proposed development. I believe this project will benefit the neighborhood by providing a much needed full-service grocery store and residential housing.

I am confident that Whole Foods and the city will work together to address any parking and traffic issues presented by the development.

Respectfully,


Sara MacPherson



"Stanley Mandell"
<stanman7@earthlink.net>
03/06/2008 01:43 PM

Please respond to
stanman7@earthlink.net

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: 690 Stanyon

Please let us have a full service supermarket for the Upper Haight/Code Valley. And the additional housing is a plus for our neighborhood and Haight Street as well. The Stanyon Street location will draw walk-in customers from the neighborhood who we have to drive to get to a supermarket. The abandoned Cala building and adjacent parking lot is an eyesore and a waste of valuable space. I hope for fear that if this project does not go ahead soon Whole Foods might pull out and then the process to find another market will begin all over again.

Stanley Mandell
stanman7@earthlink.net
EarthLink Revolution Around You.

1.8



"susanmarch"
<susanmarch@earthlink.net>
>
03/10/2003 10:13 PM
To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: Whole Foods Project

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2005.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Thank You,
Susan March



BrundM Martin@aol.com
03/08/2003 07:18 PM
To: sarah.b.jones@sfgov.org
cc: info@plancal.org
bcc
Subject: Whole Foods Project @ Stanyan - Yes

To: Mr. Bill Wycko, San Francisco Planning Department
From: B. Martin, Page Street resident
Re: case number 2006.0460E

Dear Mr. Wycko:

I am in favor of the Whole Foods project at Stanyan.

The closure of Cala, a one-stop grocery store is a major inconvenience for this neighborhood. The closest one-stop store is now Lucky store at Masonic and Fulton. This means driving to the other side of the pan handle when we should have a similar store in our OWN neighborhood, end shop LOCAL.

Additionally, adding some housing in the City is much needed, especially if it is done on an existing structure [Whole Foods], meaning not destroying additional natural space and landscape, trees, etc...

Thank you for reading.

B. Martin
Page Street [94117]



<my2st@sbcglobal.net>
02/26/2008 10:55 AM

To: <sarah.b.jones@sfgov.org>
cc: <HAMA_s@yahoo.com>, <ross.mikstaini@sfgov.org>
bcc:
Subject: RE: Case Number 2006.0460E

Greetings,

As a homeowner in Cole Valley, I am writing to express my support of the Whole Foods project at Stanyan & Haight. Specifically, it is clear the neighborhood as it continues to grow and flourish will benefit from a full service food provider such as Whole Foods. As a family, we are confident the project will be a welcome addition in services provided and a great addition to the overall nature and feel of our historic neighborhood.

It would be a welcome option to shop at a store that reflects the perceived and actual nature of the Haight/Abbeyway reputation. Both the organic nature of the products sold at Whole Foods along with the ability to leave our car at home would benefit both the neighborhood and the city of San Francisco, which embraces a "Green" lifestyle.

There is an obvious need for this project, and from all reports, Whole Foods has endeavored to work with the city and its future neighbors to benefit all involved.

As a proud resident of Cole Valley, I am happy to voice my support for this project.

Sincerely,

Christopher Martin
717 Cole Street

1.7

1.5

1.7



"Deborah Martin"
<DkMartin@sheppardmullin.co
m>
02/25/2008 07:44 PM

To: <sarah.b.jones@sfgov.org>
cc: <HAMA_s@yahoo.com>
bcc:
Subject: Support for Stanyan St. Whole Foods, Case Number 2006.0460E

Dear Planning Department -

I write this as an individual and not in association with the firm appearing on the business card and disclaimer which automatically attach to my outgoing e-mail.

I wholeheartedly support the development proposed at the former Cala site, 690 Stanyan, in its proposed scope. My husband and I live on Stanyan St., between Frederick and Duella, approximately two blocks from the proposed site. The neighborhood is sorely lacking in terms of a full grocery store. The addition of a full service store to the neighborhood will have a positive environmental impact by reducing the need for car trips for grocery shopping not currently available in the neighborhood. Other than travel out of town, the only time we take our car out of the garage is to drive to a full service grocery store such as the Whole Foods in Pac Heights or Andronicos in the Sunset. With the addition of a Whole Foods on this site, we will not need to travel by car to do our grocery shopping.

The fact that this corner has been an eyesore for so long is indefensible given the high traffic and visibility of the location. I firmly support the building of the proposed Whole Foods and associated housing as a positive development on this site, and look forward to the positive impact it will have on our neighborhood.

- Deborah Martin

1.8

1.5

1.6

1.7



Judith@resyoumymusc.com

02/25/2008 01:19 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: RE: case number 2006.0460E

RE: Case number 2006.0460E.

Dear Members,

As a homeowner in the Inner Sunset for 25 years, I fully support the whole Foodie Market project in its current scope and size for 690 Stonyan St. The project represents a great step forward for what should be a landmark corner of our neighborhood. 1.7

Thank you for your attention to this matter,

Judith May
1329 5th Avenue
San Francisco, 94122



Carolyn McKenna
<carndc@sbcglobal.net>
02/27/2008 03:54 PM

To: sarah.b.jones@sfgov.org

cc

bcc

Subject: 690 Stonyan St., 2006.0460E - Whole Foods Project

Dear Ms. Jones:

I live three blocks from the site at 690 Stonyan Street and want to add my enthusiastic support for this entire project. The housing as well as the full service grocery store are both much needed additions to our Haight-Ashbury neighborhood and I am very eager to have the project completed as soon as possible. 1.8

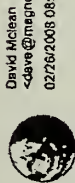
Since the closing of the grocery store several years ago, I have been forced to drive out of the neighborhood to do my grocery shopping. It is inconvenient to say the least. Whole Foods is a well-established company with an excellent reputation, and we are fortunate that they are willing to go through the approval process so they can locate in our neighborhood. They have also been very willing to incorporate the suggestions of the neighbors into the design. We are pleased with the outcome. The Whole Foods business practices and philosophy will bring high quality, fresh foods to a location within walking distance of my home. I am looking forward to using my cart again. 1.5 1.7

The housing which will be located above the store is also very important for this neighborhood. We have excellent transportation services for the residents to utilize. There should be additional usage of Golden Gate Park because of the proximity of this housing to the entrance. We should develop as many units as possible at that corner. Besides bringing new people to the neighborhood, this facility will bring more customers to the merchants of Haight Street. 1.8

The EIR was very positive for this project. I am a neighborhood resident, and ask that you weigh the support of the neighborhood residents for the project in it's current scope. Thank you for your time.

Sincerely,

Carolyn Short McKenna
1518 Waller Street
415 621-6643



David McLean
<dave@mcneolapub.com>
02/26/2008 08:03 AM

To: sarah.b.jones@sfgov.org
cc
bcc

Subject: 690 Stanyan (case #2005.0460E)

Hello,

I am writing to state my strong support for the proposed Whole Foods and residential project at 690 Stanyan. I am both a resident of the block and a neighborhood merchant. I own Alembic, a restaurant one block away from the proposed project (1725 Haight), and Magnolia, a restaurant and craft brewery a little farther down the street (1598 Haight at Masonic). I lived at the corner of Haight and Shrader, also one block away from the proposed project, for 12 years (from 1991 until 2003) and I currently live at Cole and Alma. Throughout this time, I have come to know many fellow Haight residents, both as neighbors and as customers of my businesses. I think that the combination of these experiences gives me a unique perspective on life at the Haight and the ways in which the proposed development at 690 Stanyan would be of enormous benefit to the neighborhood.

I have read the EIR in its entirety and am very happy to see that there is very little to the additional impact stemming from this development. The analysis in the EIR matches my own existing assumptions about the space and the project, which were based around the fact that it takes an existing use and optimizes it, while adding much-needed housing and parking to the mix. That corner has long been an enclaved and blighted neighborhood, despite the fact that Cala Foods was a fairly busy store, open 24 hours, with car traffic coming in and out of its lot at all hours. Though that block is really one of the premier gateways to Golden Gate Park, the scale and uses of the last block of Haight, between Shrader and Stanyan, creates a physical break between the more pedestrian-friendly Haight commercial district and the park itself. The density required to maintain a lively, healthy, bustling atmosphere all the way up to the park drops off precipitously west of Shrader. There is currently little to no residential development west of Shrader and the small storefront businesses that occupy that rest of the street give way to several longer single-use buildings and parking lots. For 17 years I have observed how that combination (fewer shops and no residents) turns that block into a thoroughfare to the park as well as a safe haven for loiterers and vagrants.

A dense concentration of residents at the park end of the block (in the proposed 690 Stanyan project) would single-handedly add vitality and ownership to that block and may lead to additional neighborhood-serving and resident-serving businesses at that end of Haight. In addition, having a bustling ground floor tenant in Whole Foods along the last stretch of that block, with windows looking in on the shopping scene inside, would dramatically change the overall feel of the block. The quality of shopping experience available inside, as Whole Foods is one of the better full-service grocery stores, would also draw neighborhood residents who previously stayed away from that block of Haight for all of the reasons mentioned above. I know many people throughout the neighborhood who left the neighborhood to shop rather than brave the last block of Haight only to enter one of the worst grocery stores around. That would change with the completion of

this project. The second floor cafe, looking out over the park entrance, would immediately become a focal point of the neighborhood, allowing residents to truly enjoy such proximity to the City's crown jewel of parks, a feeling I know has not been felt around the Stanyan Street entrance during my time in the neighborhood.

This is the kind of development that can completely change residents' interaction with their neighborhood in a major and positive way. As a merchant doing all I can, through my two businesses, to add value and create a better sense of community in the neighborhood, I would welcome this change with open arms. For too long I have heard the refrain that many residents actively avoid conducting their business on Haight Street. That is sad, but easy to see why. The mix of merchants leaves a little toward businesses that cater to tourists and visitors to the neighborhood. A vibrant and quality-oriented grocery store at Haight and Stanyan would become an anchor that, I believe, would draw residents back to Haight Street and hopefully enable them to enjoy other local businesses, as well.

Furthermore, Whole Foods itself is such a perfect choice to be that neighborhood-serving grocery store. I currently drive across town to shop at the City's other three Whole Foods and would instead walk to this one. The products available there are far superior to other stores in the city and I know many of my neighbors also find it worth a journey across town. The company has many progressive ideals and practices that seem to make it the perfect candidate for the Haight. Their reliance on 100% wind power to provide electricity for their entire company (through the purchase of alternative energy credits to offset their energy usage) is particularly forward-thinking and admirable. The openness of their company officers to enter into discussions about how to improve customers' access to local and truly sustainable products is also beyond what one usually expects from a large corporation. I try to keep sustainability at the forefront of my purchasing decisions both at work and at home and I am grateful to have other businesses, with much higher profiles like Whole Foods, out there championing that cause and educating the public.

As the EIR states, I, too, feel there will be little to no negative impact on the surrounding community if this project is allowed to continue as originally proposed. Instead, I see many, many positive outcomes for the entire neighborhood by allowing this project to proceed. The smaller, alternative proposal seems counterproductive to many of the benefits that could be achieved from the original plan. I strongly support the original, full-service grocery and residential development with the underground parking structure, all as shown in the original plans and proposal. The neighborhood needs a project like this at its western end.

Thank you very much.

Sincerely,
David McLean
Magnolia Pub & Brewery
1398 Haight Street
Alembic
1725 Haight Street

17

18

17

18

16

18

16

17



"Jeff Mead"
jeffmead@gmail.com
02/26/2008 12:39 PM

To: sarah.h.jones@nrgov.org
cc: HALLA_S@yahoo.com
bcc:

Subject: I support case # 2006 0465E-Whole Foods

My name is Jeff and my partner and I live on Roosevelt Way. We are eager for a good supermarket and support this proposal.

We think the contribution to the economy is vital-especially in the Haight! Please approve this project in its current scope.

We need a Whole Foods on our side of town!

Jeff Mead

1.7

Quintin Mecke
February 26, 2008

Dear Mr. Wycko,

As a resident of the area and an advocate for sensible land use policy, I would like to communicate my strong concerns regarding the DEIR for the 690 Sanyan Street Project, formerly CALA.

While I understand what it means to live in an urban area, I am well verse in land use planning and the proposed development at the CALA foods site is completely out of scale with the surrounding neighborhood. There are significant concerns regarding traffic, parking, noise and architectural design and it must be reduced.

I urge you to take these issues into consideration and reduce the scale of this project.

2.4

Sincerely,
Quintin Mecke
1161 Hayes Street #6
San Francisco, CA 94117



"Jim Migdol"
<jimmigdol@gmail.com>
02/27/2008 12:07 PM

To: sarah.b.jones@sfgov.org
cc: hana_s@yahoo.com
bcc:

Subject: proposed retail development @ Haight/Stanyan

Hello,

I am writing to you as a member of the community who is strongly in favor of the proposed Whole Foods-led mixed-use development at Haight and Stanyan. As a father of two young children and a long-time homeowner at 126 Belvedere Street, I would like to see the neighborhood become more family friendly. So, I'm obviously sympathetic to the idea of a full-service grocery store that people can walk to. Taking on a broader perspective, I also think the neighborhood would benefit significantly from the development in terms of new housing, quality jobs (albeit non-union) and a full-service grocery store. Whole Foods, from what I know of it, has done a good job in terms of being fair with employees and in trying to cater to local tastes.

So, I'm all for it.

Thanks for listening.

Best,

Jim

1.7



Bill Wycko/CTYPLN/SFGOV
02/12/2008 12:40 PM

To: Sarah B. Jones/CTYPLN/SFGOV@SFGOV

cc:

bcc:

Subject: Comments for Whole Foods/ApartmentComplex on 690 Stanyan

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 02/12/2008 12:40 PM -----



"Elizabeth Misner"
<elizabethmisner@gmail.com>
02/12/2008 12:34 PM

To: bill.wycko@sfgov.org

cc:

bcc:

Subject: Comments for Whole Foods/ApartmentComplex on 690 Stanyan

Dear Mr. Wycko,

cc: contact@690stanyan.com
cc: Whole Foods

I am writing on behalf of myself and my husband Jason Misner, regarding the proposed Whole Foods/Apartment complex at Haight and Stanyan.

First and foremost, we would like to express our support for the complex in terms of uses and size. We feel that creating a mixed-use, with the density presented in the EIR is an appropriate and positive use for that area. We are happy to have a development of this type coming into the neighborhood and feel that it will offer many positive improvements.

We do have the following comments:

Comments of Support:

- 1) Again, we'd like to reiterate that we support the scale and density as proposed
- 2) We are happy to hear that the developer is doing subterranean parking so that retail will be sidewalk level. Excellent!

Comments/Areas that we would like to see addressed further:

- 1) We noted that the developer has proposed including 1 CityCarShare/shared car spot. We feel that it would be more realistic and productive to include 3 or 4 shared car spots. If we were living in the building and there were only one shared car, we'd still be inclined to have our own car because we would be concerned that there would be too much competition for the one vehicle. With 3-4 shared cars, we would be MUCH more likely to forgo a car. In short - with one spot, we'd keep our own car. With 3-4 spots, we'd 95% choose not to have our own car.

- 2) The question then comes as to where to put the additional shared cars. While on the one hand

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we are very much in support of accommodation for bicycles on the other hand, 47 spots seems a bit excessive for 67 units. We don't know if that is a Planning Code requirement or not, but we feel that if taking some of those spots out would mean that you could add 2-3 carshare spots and provide a more realistic incentive for people to give up their cars, that would really be a more efficient use of those spaces and we'd encourage the Planning Department to provide a variance for that. Or, since people would use the shared cars, the developer could keep all the bike spots and reduce the number of residential spots by 2-3, if supported by the Planning Dept in doing so.

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3) We encourage the developer to include BMR units onsite vs. payment-in-lieu. If the Planning Department can require onsite units, we would encourage you to do so.

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4) We have seen the design rendering and are admittedly very disappointed. While we realize that design aesthetics are subjective, we feel that this design is not in keeping with the neighborhood or with its prominent location at the gateway to Golden Gate Park and, in the reverse, a gateway to the Haight-Ashbury Neighborhood -- we feel very strongly that this property should reflect the historic architecture of the neighborhood, especially given its prominent position relative to the park entrance and the Haight.

4.5

Whole Foods is supposedly a community-oriented company, yet this design doesn't reflect this community at all. In fact, it appears uncomfortably similar and "cookie-cutter" to the one in Portrero Hill.

We would like to see something that blends with the neighborhood, similar to the look and feel of Broderick Place (corner of Broderick and Fell), which houses retail and the Falletti Foods store along with a bank and cafe -- 70 condos and townhomes (in other words, similar uses to this proposed development -- so we know that it's possible). Also, as an aside, it's our understanding that the BMR units were onsite at Broderick Place). See <http://www.sigmaprop.com/nbds/broderickplace/> along with the developer's site <http://www.690stanvan.com/impact.html> which has a pdf of this project.

2.1

5) We are concerned about the traffic relative to the grocery store. To say in the EIR that it is merely a "social impact" isn't acceptable or in touch with reality. We assume that you have seen the Trader Joe's on Masonic. Even though it's close to our house, we don't shop there very often because the line to get in the parking lot is so long, and whenever we drive by we feel so sorry for those neighbors. When people are grocery shopping, they want to park next to the grocery store, not "elsewhere in the area" as mentioned in the EIR or even in the other parking lots mentioned in the EIR. That's why, even though there are spots *directly across the street* on Masonic from that Trader Joe's, people wait 30 minutes to get *into* the parking lot (if we go, we park across the street, but it's a little dicey getting into the parking lot by foot as the people waiting in line are pretty agitated by the time they get to the entrance and not very conscious of pedestrians). That is a lot of idling (read: environmental and noise pollution, which is why we feel that this issue is more than a "social impact") and increases the potential for pedestrian hits. We feel that it is unrealistic to think that Whole Foods shoppers will park elsewhere to shop; rather, they will likely do exactly what we see at Trader Joe's now, which is wait in line, causing air and noise pollution and a line of traffic at the entrance. Whole Foods shoppers are demographically similar

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to Trader Joe's shoppers. To think that those who drive to Whole Foods will park elsewhere completely disregards the reality we see at Trader Joe's all day, all times, every day.

The project attempts to address this on their website: <http://www.690stanvan.com/impact.html>

If the project had the same number of spots as Falletti's, it would need 169 spots vs. its proposed 114. That's a shortfall of 55 spots -- something that the developer is highlighting in its own material and somehow believing that it supports their case (!)? And Falletti's is not even a full-service of a grocery store as Whole Foods is. Then, while I mention that it has about the same number of spots as Lucky, keep in mind that part of the reason of putting Whole Foods in is that it's a premium "destination" grocery store. The demand for Whole Foods is going to be higher than that of an Albertson's or Lucky. Whole Foods is a desirable store, and this is the only one nearby this part of the City.

6.12

If three levels provide -- 180 total spots for commercial and residential, then presumably adding a fourth subterranean level would add an additional -- 60 spots, which would for the most part address the parking issues if the demand numbers in the EIR are accurate and match what we see at Falletti's. We request that this additional parking be included in the project. Also, parking should be clearly designated "For Whole Foods Complex shoppers only - walkoffs will be towed" so that people don't use these spots for GG Park or other Haight parking.

6) Outreach -- If there is a notification list for meetings or updates either on email or snail mail for updates, we would appreciate being included. On the project's website, in order to be included on updates, you are also required to voice a "yes" or "no" vote on the project -- see <http://www.690stanvan.com/opinion.aspx>. We are not comfortable expressing an opinion without qualifying it (and would say "no" as it's currently designed, even though we are actually in support for the most part), and feel that expressing your opinion should be separate from the opportunity to be notified of outreach opportunities.

12.4

We live in the neighborhood and are excited about this project and the visitors it will bring to the Haight, who will likely shop at our other stores, the improvement to the site that it will bring aesthetically (if a more traditional design is proposed!), the additional "eyes and ears" in the area that will address crime issues in that area, and that it will offer neighborhood-serving retail and more resident homeowners who are invested in and who can shop locally in our neighborhood. Our two biggest concerns are that the design blends with the traditional architecture of our neighborhood, and that parking/car-sharing is carefully thought out to avert traffic issues. The Broderick Place development seems to have been able to address both these issues, so we are hopeful that this developer will incorporate the same elements into this development.

2.4

Thank you for the opportunity to voice both our support and concerns.

Sincerely,
Elizabeth and Jason Misner
753 Clayton Street
San Francisco, CA 94117

cc: contact@690stanyan.com
cc: Whole Foods

--
Elizabeth Misner
(415) 902-6771 (mobile)
elizabethmisner@gmail.com (email)

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Steve Mitchell
<mitchelsteve@yahoo.com>
03/09/2008 11:58 AM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: Whole Foods at 690 Stanyan Street

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I'm writing to you in support of the Whole Foods project at Stanyan and Haight in its current scope. Bringing Whole Foods to our neighborhood, on the site of the former Cala Foods store, makes perfect sense. Right now, there is no full service grocery store to serve our diverse neighborhood. Whole Foods on Stanyan will fill that void and will be accessible by public transportation and by walking. With three other Whole Foods stores in the city, there is absolutely no reason to believe that the store will somehow become a magnet for shoppers from other neighborhoods or that traffic will become unmanageable. The project will beautify a corner of the city that desperately needs it and will not create a negative environmental impact for San Francisco.

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Sincerely,

Steven Mitchell
1288 Stanyan Street
San Francisco, CA 94117
(415) 665-7013



"Joshua Mogal"
<jm@themoogals.com>
Sent by:
mfranceophile@gmail.com
02/23/2008 11:12 AM

To: sarah.b.jones@sfgov.org
cc: Ross.Mikarimi@sfgov.org
bcc:
Subject: Unqualified Support for Whole Foods at 690 Sanyan

Ms. Jones,

After reading the Draft EIR for the Whole Foods and housing project at 690 Sanyan St., it's clear to me that a neighborhood with no full-service grocery and a significant dearth of housing stock would immensely benefit from the project as specified. 1.7

The reduced alternatives do not appear to be viable or appealing. Combining ground floor residential with a reduced store would result in a store that serves the neighborhood little better than the smaller shops already available and would put ground floor residential on Haight Street where none currently exists. What the Haight/Cole Valley area needs is a full-service grocery within walking distance. The 690 Sanyan project as specified provides that, along with sufficient parking to offset the load of those who will drive there from a little farther away. 11.1

I have heard nothing but support for this project from my neighbors and a wish that the city accept the full project and support it moving forward. 1.7

Thank you,

Josh and Kary Mogal
394 Frederick St.



"Lidia Morgenstein"
<lidiamorgenstein@hotmail.co
m>
03/05/2008 02:44 PM
To: <sarah.b.jones@sfgov.org>
cc:
bcc:
Subject: Support for Whole Foods at 690 Sanyan

Hi ~

I'm a Cole Valley resident and strongly support Whole Foods developing a store on Sanyan Street. 1.7

Our neighborhood needs a grocery store.

We are a family of four and try to make both small & large changes to be responsible inhabitants of this earth. To that end, we are a one-car family, ride MUNI daily, and try to do as much of our shopping as possible within walking distance. The idea of being able to walk to Whole Foods to shop for my family is thrilling! 1.5

Although every development project causes some noise and inconvenience in the short term, it's important for all of us to think long term. That area of Sanyan Street desperately needs improvement - it's not a good reflection on this neighborhood or City. 1.8

Respectfully,
Lidia Morgenstein



Ann Morris
<baronmorr@sbcglobal.net>
03/03/2008 08:33 AM

To: sarah.b.jones@sfgov.org
Alexis Woods <alexiswoods@int.net>, mike gentry
cc: <mgentry@pacbell.net>, Ellen Hahnaway
<ellen.hahnaway@pacbell.net>

bcc: Whole Foods on Sanyan Street
Subject: Whole Foods on Sanyan Street

Dear Ms. Jones:

I am a 9-year resident of the Inner Sunset; my home is about 8 blocks from the proposed Whole Foods market on Sanyan Street.
I am also Supervisor Mirkarimi's block captain for 5th & 6th Avenues, and thus I know my neighbors well and often have the chance to discuss neighborhood issues with them.

Support for the Whole Foods market is overwhelming. People in this neighborhood are thrilled to have a quality, organic-oriented market within easy walking distance. You might think that people would be concerned about the traffic situation, but in fact their response is (a) "there was a supermarket there for years & years, and the traffic was manageable," and -- more importantly -- (b) "I plan to walk there, not drive."

Whole Foods' chaos fits the neighborhood well, and the store will likely become a much-needed hub for the neighborhood. Certainly the Whole Foods will contribute more than an empty parking lot on a (currently) not-so-lovely stretch of Sanyan.

Thank you for your consideration, and please know that the vast majority of residents on 5th and 6th Avenues (1200, 1300 & 1400 blocks) support this project in its current form.

Sincerely,

Ann Morris
1345 Fifth Avenue
San Francisco
(415) 661-8191

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1.8

Bill Wycko/CTYPLN/SFGOV
02/11/2008 12:35 PM

To: Sarah B Jones/CTYPLN/SFGOV@SFGOV
cc:

bcc: Fw: Case # 2006.0460E - 690 Sanyan Street Mixed
Subject: Retail/Residential Project

--- Forwarded by Bill Wycko/CTYPLN/SFGOV on 02/11/2008 12:35 PM ---

DOERTE G MURRAY
<doerte.murray@sbcglobal.net>
02/11/2008 11:51 AM



To: bill wycko@sfgov.org
Jonas Iqin <jones.iqin@sfgov.org>, Ross Mirkarimi
cc: <Ross.Mirkarimi@sfgov.org>, Mark Brennan
<brenma22@comcast.net>, HAA
<hale@yahoo.com>
Case # 2006.0460E - 690 Sanyan Street Mixed
Subject: Retail/Residential Project

Dear Mr. Wycko,

The following lists my comments to the EIR for the above mentioned project:

AESTHETICS

As you stated in the study: "With regard to architectural features, design and aesthetics are by definition subjective and open to interpretation by decision-makers and members of the public."

It is my understanding that the outside design has been approved by the Planning Department, therefore I have nothing to add.

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. For myself, I will decrease traffic in that area, because I will walk to do my grocery shopping. Currently, I have to use my car because of the distance.

In addition, the project sponsor provides more parking spaces for residents and the grocery store than required by law.

If Cala would have been a viable grocery store, the traffic then and with the proposed retail space should be the same. A lot of people didn't use Cala, instead they used their car to go grocery shopping.

AIR QUALITY

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The proposed project would not be considered to have a significant impact on the cumulative air quality in the Bay Area. } 7.2

SHADOW

The study found only minimal shadow at the edge of Alford Lake during the fall/winter season at 9:00am. Since this coincides with our rainy season, when the sun is not out at all, this is considered less-than-significant. } 8.2

ALTERNATIVES TO THE PROPOSED PROJECT

Alternatives with no or only a small retail store are NOT acceptable to me. My neighborhood needs a state-of-the-art grocery store. In addition, I favor the proposed project as is, because it allows the ground floor to be occupied by the retail store only. The reduced program would create a very small grocery store and ten apartments on the ground floor. Again, this neighborhood needs a state-of-the-art grocery store. } 11.1

The more residents we have facing the Alford Lake Area, the better off this neighborhood is. The study talks about this area as a gateway to Golden Gate Park. This may have been the original design. As we all know the area is infested with drug dealers and users alike since the eighties. If the eyes and ears of the residents can change this, it would be wonderful.

RECYCLING

According to the California Beverage Container Recycling and Litter Reduction Act, Whole Foods has to provide buy-back opportunities for bottles/cans they sell in the store. I do not want Whole Foods to be exempt from this obligation. } 1.7

Thank you very much for your time.

Sincerely,

Doerte Murray
526 Clayton Street
San Francisco, CA 94117
4156263607
doerte.murray@sfshoulab.net



LQUAHOT@aol.com
03/04/2008 04:33 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: whole foods in the Haight

Dear Sarah:
I am a native San Franciscan and have lived in Cole Valley for over 20 years. We need a large but not too large grocery store in our neighborhood. The small corner foodstores are great for convenience but we need a total grocery store with the basics and variety. People will walk and drive for a large shopping to a Whole Foods but that's the same as it was when Cala was there.
(I wish it were Trader Joe's because the prices are better).
Now we have to drive to Safeway, Molly Stone's or Abertsons to get to a full service store.
Please take all the people living in the area into consideration.
Yours truly, Laura Myers

Laura Myers
440 Belvedere St.
San Francisco, CA.
lquandt@aol.com

It's Tax Time! Get tips, forms and advice on A.V. Money & Finance.



"Jeanne Myerson"
jmyerson@swigco.com
02/24/2008 10:38 PM

To: <sarah.b.jones@sfgov.org>
Cc: <HMA_s@yahoo.com>, <ross.mikakimi@sfgov.org>
bcc:

Subject: RE: Re case number 2006-0400E -- Whole Foods
Development on Stanyon and Haight Streets

Jeanne Myerson and family
100 Belgrave Avenue
San Francisco 94117
jmyerson@swigco.com

Dear Ms. Jones and members of the Planning Department:

I am writing to support the Whole Foods Development on Stanyon and Haight Streets.

I have lived in the Haight / Cole Valley neighborhood for 20 years and strongly support a development that will serve neighborhood residents and will be an improved use for the corner location. There are a number of reasons why I support this development.

- 1) My family and I support our local neighborhood markets (Cole Hardware, Alpha Market, Real Foods, Pharmacia, etc.), and will continue to patronize them. That said, our neighborhood is shortchanged by not having a full service grocery. Currently, we need to use our car to make many basic purchases, whether at a Safeway in the Castro or Diamond Heights, or at a more far-flung Whole Foods. With a full service market close by, we can walk, bicycle or catch a bus part way home, reducing the environmental and traffic impacts of not being in close proximity to a full service grocery store.
- 2) The fact that the portal to one of the world's great parks is framed by a fast food restaurant and a dirty parking lot that fronts a shabby vacant building is a scandal. The proposed project goes a long way toward mitigating that situation. The use, a full-service grocery is a very positive one and the Whole Foods operation is well run.
- 3) Anything less than a full service facility, or the project as presently sized will not be successful or beneficial for the neighborhood residential community. This project as presently conceived offers a huge improvement in service levels for the neighborhood.

The neighborhood needs the City to support its long term residents and families with the basic amenities, conveniences and services that will keep it a strong neighborhood into the future. Our neighborhood lacks adequate access to full service grocery stores. Here is a location, at Stanyon and Haight, that can accommodate this important service, is in an existing retail/commercial area, is well served by public transportation, has good access and is close to residential neighborhoods - and customers. A full-service grocery store will be a good neighbor to surrounding businesses and a real positive addition to the neighborhood.

Please support the Whole Foods development and do not destroy it by changing the project scope. The neighborhood an residents need a quality operation and a full-service store.

Thank you for your support. I ask the City to support its long time residents and families by supporting this project.

Kevin Neeson
<neeson@babaglobal.net>
07/25/2008 01:27 PM

To: sarah.b.jones@stgov.org
cc: HAU_af@yahoo.com
bcc:
Subject: Support of Whole Foods project at Stanyan and Haight (case 2006.0460E)



Dear Ms. Jones,

I'm writing in support of the Whole Foods development project (case 2006.0460E). This project, as currently planned, would be a benefit to the Haight, as well as neighboring communities such as mine (Inner Sunset), as it would provide a much-needed and desired "healthy" grocer to the area. Our family of four will definitely spend more time (and money) in the Haight when this project is completed - not just at the market, but restaurants and other establishments as well.

Thanks for your consideration of this matter.

Sincerely,
Kevin Neeson
335 Irving St.

"Laure Nelson"
<nelsons@gmail.com>
03/04/2008 02:38 PM



To: sarah.b.jones@stgov.org
cc:
bcc:
Subject: Whole Foods - YES!

Yes, please! This neighborhood is in need of a market so PLEASE proceed with the plans to put a Whole Foods in on Stanyan St. 1.7

We are 14-year homeowners in the inner Sunset and would welcome the opportunity to have such a great, established company within walking distance. 1.5

YES to Whole Foods.

Thank you.
Laure Nelson
1344 Fifth Ave.

newlin@aol.com
02/26/2008 08:03 AM



To sarah.b.jones@sfgov.org
cc
bcc
Subject Case # 2008 0450E

Dear Ms. Jones...As residents in the neighborhood since 1972 my wife and I fully support the proposed Whole Foods project, as is, at Stanyan and Haight Streets. I was executive director of DPT for 4 1/2 years and spent decades working in traffic related issues with the SFPD, where I retired as a Captain. I have full faith in the abilities of the city's traffic engineering staff to help mitigate congestion issues so that we can enjoy a much needed grocery store in the neighborhood.

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Benito Noyola
bnnoyola@gmail.com
02/25/2008 11:01 PM

To <sarah.b.jones@sfgov.org>
cc <HANA_S@yahoo.com>
bcc
Subject Case number 2008.0400E

Dear Ms Jones,

This is to express my strong support for the concept of a grocery store/market/whole Foods establishment, accompanied by residential facilities above to be located on Stanyan, Haight and Shunder streets.

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Although I think the exterior design leaves much to be desired and it's likely to look and feel 'dated' very soon and look like a low quality developer's taste design, I believe the concept has much to be desired and that the neighborhood will benefit greatly from this facility.

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Last, HANC has no interest in the welfare of the community at large but only its own agenda, which must be benefited for its representatives to support any project.

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Sincerely,

Benito Noyola
bnnoyola@gmail.com
ph. 415-665-4391
fax 415-665-5130



winmail.dat



Aidan O'Connell
<aidan.oconnell@sbcglobal.net>
02/25/2008 11:59 AM

To: sarah.b.jones@sfgov.org
cc: HAJA_S@yahoo.com
bcc: Reference: case number 2008.0460.E, Whole Foods Haight
Subject: and Slanyan

Sincerely,
Aidan O'Connell
1516 Masonic Ave, 94117

I am writing to the planning department to express my full support for the proposed Whole Foods Market/Housing development at 690 Slanyan street. My support is based on several foundations:

The neighborhood needs a full-service grocer. Whole Foods has the broadest range of food merchandise that I have seen in the city's grocers. Furthermore, Whole Foods has a much overlooked private label line that is actually cheaper than traditional grocers such as Safeway. This is not a premium yuppie grocer. It is actually a wonderful retailer that meshes its environmental values with an effort to deliver excellent food at affordable prices. 1.7

The entrance to Golden Gate Park would benefit from foot traffic to a Whole Foods store and new apartments. Too many neighborhood residents like myself purposely avoid the end of Haight Street and the Park entrance because it is overrun by drug dealers and vagrants. I cannot walk my children past open drug deals and so I often avoid that entrance and must drive instead of walk to another entrance. The presence of commercial foot traffic and new apartment residents will help tip the foot traffic balance away from the drug trade and more towards the residents of the neighborhood. 1.6

In the last 15 years, I have marvelled at how successfully the Lower Haight has improved its commercial and residential buildings. The Lower Haight has shown that new businesses and housing can improve the vibrancy, boost the commercial economy, increase tax revenue and reduce the crime in the neighborhood. 1.8

During the same period, the Upper Haight has laughed despite added police patrols. Neighborhood merchants have been unwilling to invest in the Upper Haight because they face an unending battle to hose down their doorways, clean graffiti and persuade panhandlers and open drug users to move out of their doorways. This intractable situation ultimately results in residents and businesses like Wells Fargo and Cala Foods fleeing the neighborhood. Upper Haight neighbors now must buy basic foods elsewhere. I believe we should welcome Whole Foods into the Upper Haight and congratulate it for its courage in opening a store in a neglected and blighted corner of this city. Virtually every of the city's neighborhoods has improved its commercial traffic, appearance and quality of life in the last 15 years - except the Upper Haight. I fully support Whole Foods as I believe it will improve our neighborhood's basic services, improve foot traffic and catalyze a long overdue neighborhood renaissance. 1.6

Lastly, I believe that Whole Foods is among the most enlightened corporate citizens in this country. One has only to engage any of its employees in conversation about their company to recognize that Whole Foods values would be a refreshing new addition to the Upper Haight. 1.7



"Teri Olie"
 <teriolie@gmail.com>
 03/05/2008 09:27 PM

To sarah.b.jones@sfgov.org
 cc "John Comerford" <john.comerford@usfnet.com>
 bcc
 Subject Was support Whole Foods on Slanyan

March 5, 2008

Dear Ms. Jones:

My husband and I heartily support the proposed Whole Foods development on the corner of Slanyan and Haight streets.

We have lived in the neighborhood since 2003, and love the character of the small businesses in Cole Valley. In fact, as parents of young children, we have appreciated how many amenities are walking distance from our house -- restaurants, coffee shops, yoga studios, car repair service, pet supply stores, pharmacies and high-end wine and cheese boutiques. However, the one glaring exception is the lack of a full-service grocery store. We relish the idea of not having to drive to shop -- we have been looking forward to buying one of those carts to shlep our groceries up the hill.

Another bright spot for us is that prospect of improving the corner of Slanyan and Haight streets. Right now, and for as long as we've lived here, the blight of that corner detracts from what *should* be a gracious entrance to the city's crown jewel -- Golden Gate Park. A mixed use development has the potential to bring much-needed vitality to the area.

From my reading of the EIR, it is clear that there are no significant negative impacts in terms of traffic congestion, which would be my biggest concern as a neighbor.

For all these reasons, we urge approval of the proposed development. Thank you for consideration of our views.

Sincerely,

Teresa Olie & John Comerford
 574 Belvedere Street
 San Francisco, CA 94117
 415.377.4698
 teriolie@gmail.com

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"Laura Onopchenko"
 <Laura@TechFarm.com>
 03/10/2008 11:51 AM

To <sarah.b.jones@sfgov.org>
 cc
 bcc
 Subject I Support the Draft EIR Findings for The 690 Slanyan Street Project

To Whom It May Concern:

I am writing to let you know that I support the draft EIR findings for the 690 Slanyan St. Project for a variety of reasons.

First, the study found a less than significant traffic increase to the project site. Anecdotally I can see where this would be the case. I currently drive to the Market Street Safeway, Whole Foods on Franklin Street, or Andronico's on Irving Street. With the addition of a grocery store to the neighborhood that provides the caliber of products that Whole Foods purveys, I would walk rather than drive to the store. As a rule I prefer to walk rather than drive. Unfortunately we do not currently have a sufficiently high quality store in the neighborhood to enable this. I would imagine that a number of others in our neighborhood would also walk rather than drive given the "Whole Foods" on Haight Street option.

Second, the project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

Finally, our neighborhood desperately needs a full service, high quality grocery store. The need to maintain profitability and simultaneously meet the diverse needs of the community mandates a store with sufficient retail space to provide the broad range of products and services required. While a "small" store is emotionally appealing, the reality is that if the venue is too small the venture will fail, and the environmental impact will be negative with the need for customers to again get in their cars to do their grocery shopping. Thank you for considering my position.

Sincerely,

Laura Onopchenko
 45 Curl Street
 486-488 Belvedere Street

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Tom Ortenzi
<tomortenzi@yahoo.com>
02/25/2008 02:22 PM



To: sarah.b.jones@sfgov.org
cc
bcc
Subject: Whole Foods on Stanyan St.

Dear Ms. Jones,

I live on the 300 block of Stanyan Street and often pass by the old site of Cala Foods on Stanyan and Haight. I'm not too familiar with all of the plans for the location that I've heard rumors about. Trader Joe's, and other places. I understand that Whole Foods is considering it as a site. I would be in favor of that, especially since I could stop in on my way to/from the N-Judah line. Regardless, I would support the addition of some clean and well-maintained retail operation to help give some life to that part of Stanyan Street. Unfortunately, that part of GG Park is not always the best it looked after. A well-lit environment would do a lot to improve the neighborhood.

I am unable to attend the meeting this Thursday, February 28th due to travel commitments for work. Best wishes for a successful meeting.

Please do not hesitate to contact me if you need any more information.

Regards,

Tom Ortenzi

310 Stanyan Street, #302



leahpalmer@aol.com
03/00/2008 01:57 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: case number 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department

Re: case number 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk in the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location..

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor. The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Leah Palmer

Supercharge your AIM. Get the [AIM toolbar](#) for your browser.

Robert Pantell
<rpantell@pacsa.ucsf.edu>
02/26/2008 09:40 AM

To: sarah.b.jones@sf.gov.org
cc: HIAA_s@yahoo.com
bcc:
Subject: Whole Foods EIR Stanyan and Haight



Our family (myself, Maureen Shunnon, Matthew Pantell age 24, Gregory Pantell age 21, Megan Pantell age 20) has resided in the Haight Ashbury for over 15 years following four generations of Maureen's family who built housing and resided at Haight and Clayton Street for four generations. We strongly support a Whole Foods Store at Haight and Stanyan. This will greatly enhance the quality of life in the neighborhood as well as provide a much needed full service food market. It will also decrease the need for driving to other neighborhoods and be a convenience for those who can walk. In addition it will benefit many seniors. Maureen would frequently accompany her grandmother residing at Haight and Clayton to Falletti's (now Lucky's at Masonic and Fulton). Walking to a high quality market such as Whole Foods would have substantially improved the quality of her life. We believe the store will substantially improve the character of our neighborhood as well as the quality of life in the Haight.

Sincerely,

Bob Pantell

Robert H. Pantell, MD
Professor of Pediatrics
University of California, San Francisco
3333 California Street
San Francisco CA 94143-0503

(For Express Mail use 94118 Zip)

Phone 415 476 4349
Fax 415 661 9045
Pager 415 443 1263
Assistant 415 476 2184
(Rev)



anthony philip
<anthony06@yahoo.com>
03/07/2008 11:22 AM

To: sarah.b.jones@sf.gov.org
cc: info@plancsl.org
bcc:
Subject: 2006.0460E

I am very supportive of the Whole Foods project at Stanyan and Haight in its current scope. We need housing, and this neighborhood

1.7

- > needs a
- > viable grocery store to serve a large, diverse population. When
- > construction
- > is completed and Whole Foods opens, people will find it easy to walk

1.5

- > to the
- > grocery store, or get there easily by public transit, both of which
- > are
- > great for the environment. With other Whole Foods Markets in the
- > city,
- > there
- > is no reason to believe 690 Stanyan will become a
- > unique magnet for
- > shoppers, and the traffic will be manageable - no
- > worse than traffic
- > associated with the former Cala Foods at the same location..
- >
- > In addition, the proposed project will not only
- > beautify this
- > significant corner, but it will also become an
- > important landmark as

1.8

- > both an
- > entrance to Golden Gate Park, the west end of the
- > Haight St. merchant
- > corridor. The net result will not create a
- > negative environmental
- > impact.
- > for San Francisco.
- >
- > Sincerely,

Anthony Philip



Erwin Piroit
 <epiroit@aboglobal.net>
 02/27/2008 08:57 AM

To: sarah.b.jones@sfgov.org
 cc: ross.mikarimi@sfgov.org
 bcc:
 Subject: Case number 2006-0460E

To whom it may concern.

My name is Erwin Piroit and I have been a 30 year resident of the Haight Asbury district. I'm writing this letter in support of the proposed project of having a Whole Foods Store with parking and housing on the site of where Cala Foods used to be located.

I support the prospect of a full service store in my neighborhood. It will allow me to do my grocery shopping on foot (now I have to drive out of the neighborhood to do so) I also feel that the presence of Whole Foods in that location will impact traffic on that intersection any more than the CALA store did. Whole Foods is a store I would like to see in my neighborhood, because they are a high quality enterprise that will improve the quality of life for many of the people who live here.

Again, I fully support the project as many of my neighbors do. Please be considerate of my wishes.

Respectfully

Erwin Piroit

1.7

1.5

1.7



"Brenda Pitts"
 <brenda.pitts@gmail.com>
 03/08/2008 12:35 PM

To: sarah.b.jones@sfgov.org
 cc:
 bcc:
 Subject: re: case number 2006-0460E

Hi Sarah,

I am a resident of DS and I support the mixed-use proposal for 690 Stanyan St, as described in the EIR. The neighborhood needs more housing and grocery store options.

Thanks,

Brenda Pitts
 214 Cole St
 SF, CA 94117

1.8

Emelia Rallapalli and David Driver.
1572 Waller Street, San Francisco, CA 94117-2841
415-255-4929, david_driver@sbcglobal.net, eminy_r@yahoo.com

February 22, 2008

RECEIVED

FEB 25 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wycko, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

RE: 690 Stanyan Street, Planning Department Case No. 2006.0460E

Dear Mr. Wycko:

We are writing to share our comments regarding the proposed development at 690 Stanyan Street. Please share our comments with the Planning Commission and the rest of the Planning Department staff.

We enthusiastically support the inclusion of a mixed retail and residential project at this site, and believe that adding a full-service grocery store like Whole Foods at this location will greatly benefit our neighborhood.

Our concern is that the EIR fails to adequately address congestion on Haight and Stanyan Streets caused by vehicles and delivery trucks trying to access the site. We believe that the building's parking garage, loading bays, and curbside loading zones need to be expanded to allow easy and quick access to the site. Without such improvements, we feel that double-parking, queuing on the street, and left turns in and out of the garage and loading dock will clog traffic on Haight and Stanyan Streets.

Specifically, we would like to see additional loading bays, a wider garage entrance, more garage parking spaces, and the interior of the garage configured for easy traffic flow. Additionally, left-turns in and out of the garage should be banned. Red-zones should be used to smooth traffic entering and leaving the garage, and to provide curbside space for cars waiting to access the garage. This is a large project, and it is appropriate to require that additional space in the building be allocated to vehicle and delivery truck access.

Sincerely,


Emelia Rallapalli

David Driver



Gabriel Ramsey
gbramsey@mindspring.com
cc
bcr
03/06/2008 12:23 PM
Please respond to
Gabriel Ramsey
gbramsey@mindspring.com
Subject: case number 2006.0460E

To: Mr. Bill Wycko, San Francisco Planning Department
Re: case number 2006.0460E

I am writing to let you know that I am very supportive of the Whole Foods project at Stanyan and Haight in the current scope. I currently live in the neighborhood and I believe that the Whole Foods project and projects like it, in order to provide positive benefits to the people who live in these neighborhoods (such as myself) and to stem the urban blight that has threatened Haight-Ashbury and Cole Valley for a number of years. These neighborhoods need intelligent development, such as the Whole Foods project, to ensure that it does not simply become another depressed urban area.

The Whole Foods project meets several pressing needs of the neighborhood. First, it will provide a much-needed grocery store, which is currently missing to serve a large, diverse population. When construction is completed, the Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers, and the traffic will be manageable - no worse than traffic associated with the former Cala Foods at the same location.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. marchant corridor. Further, and even more importantly, this type of development of Haight Street will help reduce the severe and obvious problems with drug use in the Lake Alford area at the east end of Golden Gate park. In a nutshell - the more eyes there are on that area and on Haight Street in general - and the more that Haight Street will now look like or feel like it welcomes this kind of blight activity, thus making it less likely that it will become a place where drug use and drug-related blocks from Haight St. - I will not go there because it is filthy and, bluntly, filled with drug addicts.

These problems are directly facilitated by organizations such as the Haight Ashbury Neighborhood Council - that apparently welcome such activity. To the extent that organizations such as the Haight Ashbury Neighborhood Council oppose the Whole Foods project, and other projects like it, such organizations are not only making the neighborhood less welcoming, but they are also making the face of the neighborhoods have changed. There is nothing healthy or positive about their positions in this regard. They are a vocal minority or do not represent the residents of these lovely neighborhoods.

I will be as plain as I can be: under no possible scenario will the Whole Foods project create any negative environmental impact for the neighborhoods or San Francisco residents. This is consistent with the public interest and the interests of Haight Ashbury and Cole Valley.

Sincerely,

Gabriel N. Ramsey

February 18, 2008

RECEIVED

FEB 21 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Bill Wycko
Acting Environmental Review Officer
SF Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Project No. 2006.0460E
690 Suanan Street

Dear Mr. Wycko:

I have lived in this neighborhood for about 35 years and am very familiar with this corner. I am concerned about the following areas:

- At the moment this is a highly congested corner with four major Muni lines and a very busy McDonalds fast food enterprise across the street from the proposed development.
- The 34,000 square foot commercial space is too large for this corner.
- It is completely out of scale to the surrounding neighborhood commercial structures.
- The proposed architecture is hideous.
- As a large destination supermarket, the congestion will be horrendous.
- This is one of the primary entrances to Golden Gate Park and particularly the Children's Playground area.
- Pedestrian safety issues have not been adequately addressed in this report.

I don't think the DEIR has adequately addressed these issues. I urge your office to look at this project and re-evaluate the environmental impact of this project before issuing a final report.

Sincerely,

James Rhoads
James Rhoads
83 Downey Street
San Francisco, CA 94117
jr1945@aol.com



Kim Richmond
<krichman@usfca.edu>
02/26/2008 07:30 PM

To: surah.b.kenn@slgov.org
cc: HIAA_sl@yahoo.com
bcc:
Subject: case number 2006.0460E

To whom it may concern:

I live in Ashbury Heights (15 Ashbury Terrace) and I am very supportive of the Stanyen Whole Foods project in its current scope. This neighborhood needs a healthful and viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyen will become a unique magnet for shoppers.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. marchant corridor.

The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Kimberly D. Richman, Ph.D.
Assistant Professor
Department of Sociology
University of San Francisco
2130 Fulton Street
San Francisco, CA 94117
krichman@sufca.edu
(415) 422-5414



"Jeff Ridgeway"
<jridgeway@pandora.com>
02/25/2008 11:55 AM

To: <sarah.b.jones@sfgov.org>
cc: <HAI_A_sl@yahoo.com>
bcc:

Subject: Whole Foods - case number 2006.0460E

Dear Sarah,

This is in regards to Whole Foods going in on Stanyan - re: case number 2006.0460E

Our neighborhood is in desperate need of a full-service grocery store that's why I'm supporting the Whole Foods development at the end of Haight Street. This much needed utility for the upper Haight, Cole valley, Buena vista areas; we will no longer have to get into our cars and drive to grocery markets in outside our neighborhood. I would argue there will be a net decrease in traffic by adding Whole Foods because the new grocery store would draw pedestrian shoppers from several neighborhoods. 1.7
1.5

In addition, the proposed project will not only beautify this significant corner, but it will also bring more security to an otherwise dicey stretch of Haight Street and reclaim the entrance to GG park - a landmark area of our beloved city. 1.8

The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Jeff

Jeff Ridgeway
Pandora Media, Inc.
1500 16th Street #448 voice
(510) 451-4388
(415) 902-0820 mobile
jridgeway@pandora.com
AIM: yawespin
My Pandora Profile: http://www.pandora.com/people/jridgeway_98



"Sheila Riley"
<sr@anahen.com>
02/26/2008 10:10 AM

To: <sarah.b.jones@sfgov.org>
cc: <hale@yahoo.com>, <tedsi@abcjcbai.net>
<ross.mirhamil@sfgov.org>

bcc:

Subject: 690 Stanyan Street (case number 2006.0460E)

February 26, 2008

Mr. Bill Wycko
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

re: 690 Stanyan Street
SF Case No. 2006.0460E

As a resident of the Upper Haight and a neighbor of the proposed mixed-use development at 690 Stanyan Street, I wish to offer my strongest support to the project and urge final approval of the project by the Planning Department. 1.8
The project, as designed, will yield significant benefits to our community. It will not only restore an important but vacant and long-blighted corner to a sense of vibrancy but it will finally bring a full-service grocery store the neighborhood, something that has been severely lacking in recent years. I would also like to strongly weigh-in against any of the Alternatives to the Proposed Project as outlined in the EIR. All of these options would be a severe disservice to the community by providing for a facility that is less than what the neighborhood needs and deserves. 1.6
Please help our community by moving to expeditiously approve this important project. 1.8
11.1

Sincerely,

Sheila Riley
1676 Page Street
San Francisco, CA
94117
415.552.6295

Sheila Riley, AIA, LEED AP
Senior Architect, Associate
Anshen + Allen Architects
901 Market Street, Sixth Floor
San Francisco, CA 94103
415-593-2143

MISRP@pd.com
03/04/2008 08:17 PM



To: sarah.b.jones@sfgov.org
cc: hals_sl@yahoo.com, Ross.Mikarim@sfgov.org
bcc:
Subject: Case Number 2005 0460E

Ms. Jones -

I just want to put in my full support for Case Number 2005 0460E - placing a Whole Foods in Upper Haight on Sanyan and Haight.

Currently I travel to Andronico's in the Sunset or the Safeway in the Castro - and yes, it's inconvenient to say the least. I really believe that adding a Whole Foods to the neighborhood would truly benefit more than it would harm or inconvenience.

Thank you for your consideration.

Sarah Pippy
1520 Shrader
415.566.1606

1.7



Matt Rivitz
<mrivitz@yahoo.com>
03/04/2008 01:58 PM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Case Number 2005 0460E (Whole Foods at Haight and Sanyan)

Hello. I've recently heard about the opportunity for the Haight to get it's very own Whole Foods. As a longtime Cole Valley/Haight resident, I wanted to voice my support for the chance to make this a reality.

Whole Foods has a long record of neighborhood improvement wherever it moves in and this, I believe, would be no different. To fill the currently empty lot with a diverse, healthy market in the very spirit of San Francisco would be a blessing. It would also provide much needed housing and neighborhood beautification to an area which desperately needs it.

Thank you for reading.

Matt Rivitz
436 Belvedere Street
San Francisco, CA 94117

1.7

Karen Rose
<rosark@sbglobal.net>
02/25/2008 01:16 PM



To: sarah.b.jones@sfgov.org
cc: ron.rose <rosark@sbglobal.net>
bcc:
Subject: Whole Foods Project at Stonyon and Haight

Dear Ms. Jones:

This is to register my support of the Whole Foods Project on Stonyon at Haight Street. It has been supported by the neighborhood through all the planning phases, with appropriate critical input provided at key points. It would be a very important addition and improvement to the health of the neighborhood, providing not just housing and solid development, but a neighborhood supermarket where there once was an important one.

Please support this project going forward.

Thank you,

Karen Rose
Dear Ms. Jones;

1.7



Ronald Rose
<rosark@sbglobal.net>
02/27/2008 11:56 AM
Please respond to
Ronald Rose
<rosark@sbglobal.net>

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Whole Foods

Dear Ms. Jones:

This is to register my support of the Whole Foods Project on Stonyon at Haight Street. It has been supported by the neighborhood through all the planning phases, with appropriate critical input provided at key points. It would be a very important addition and improvement to the health of the neighborhood, providing not just housing and solid development, but a neighborhood supermarket where there once was an important one. Although parking remains inadequate, the city has decided not to address such issues here or anywhere relying on public transit. So without further ado, I continue to support this project.

Thank you,

Ronald Rose

1.7

6.12

Sue Rosen
<sue.rosen@aol.com>
03/04/2008 09:24 AM



To: sarah.b.jones@sfgov.org
cc
bcc
Subject: Whole Foods project

Dear Ms. Jones,

I live at Clayton and Carl, and love Whole Foods. I regularly drive to the Whole Foods on California and Franklin to shop. From the first moment I heard that Whole Foods might move into the Cala site, I was delighted. And the idea that extra housing would be included in the project is an additional plus. I can't imagine a better addition to Haight Street.

I wholeheartedly support this project and urge its approval. I even like the original design. And PLEASE don't take away any of the parking slots for the residents.

Sincerely,

Susan Rosen
828 Clayton St.
661-5058

1.7

6.12



Elsa Rosenberg
<elsa.rose@earthlink.net>
03/04/2008 03:02 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: Whole Foods @ Stanyan & Haight

Dear Sarah,

I am a longtime resident of the Haight (since 1979) and native San Franciscan. I live at 24 Grattan Street. I am 56 years old.

I support the draft EIR findings for the project at Stanyan & Haight, that includes a Whole Foods supermarket for the following reasons:

1) I try to shop locally, drive as little as possible and walk when I can. HOWEVER, there are no full service supermarkets within walking distance so I wind up driving to Diamond Heights, Trader Joe's, or the Richmond Safeway when I need heavy, bulky or canned goods. While I try to make do shopping at the small neighborhood grocery stores they are actually more expensive than Whole Foods and don't always carry what I need. HELP GET PEOPLE OUT OF THEIR CARS. THE PEOPLE IN THE HAIGHT WANT TO WALK!

2) Traffic (and air quality) will be no different than when CALA was there. In fact, this process assures that. Many people are excited about the possibility of walking (like in Europe!) to do their shopping.

3) Having a solvent chain store that is still somewhat socially responsible (like Whole Foods) is what is needed in this neighborhood. We've seen Real Foods reduced to corner grocery store status, no longer offering as wide a range of goods. My corner grocer buys from the larger chains (and marks it up double!); he says he can't afford to stock organic produce (too small an operation). I will continue to shop there in emergencies, but it's always been too costly for regular weekly shopping. It's ironic that the people opposing this development would really be supported in their opposition by the larger chain stores we all have to shop at now, by car!

I will send a copy of this to the Planning Dept., but please register my support for this project - finally, something that will benefit a large number of us!

Elsa Rosenberg
24 Grattan St
SF, CA 94117
415-564-5449

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RECEIVED

ELSA ROSENBERG
24 GRATTAN STREET
SAN FRANCISCO, CA 94117
415.564.5449

MAR 10 2008

CITY & COUNTY OF S.F.
PLANNING DEPT

Bill Wycko
San Francisco Planning Department
1650 Mission Street, Suite 400
SF, CA 94103

Re: case number 2006.0460E March 6, 2008

Dear Bill,
I am a longtime resident of the Haight (since 1979) and native San Franciscan. I live at 24 Grattan Street. I am 56 years old.

I support the draft EIR findings for the project at Stanyan & Haight, that includes a Whole Foods supermarket for the following reasons:

1) I try to shop locally, drive as little as possible and walk when I can. HOWEVER, there are no full service supermarkets within walking distance so I wind up driving to Diamond Heights, Trader Joe's, or the Richmond Safeway when I need heavy, bulky or canned goods. While I try to make do shopping at the small neighborhood grocery stores they are actually more expensive than Whole Foods and don't always carry what I need. HELP GET PEOPLE OUT OF THEIR CARS. THE PEOPLE IN THE HAIGHT WANT TO WALK!

2) Traffic (and air quality) will be no different than when CALA was there. In fact, this process assures that. Many people are excited about the possibility of walking (like in Europe!) to do their shopping.

3) Having a solvent chain store that is still somewhat socially responsible (like Whole Foods) is what is needed in this neighborhood. We've seen Real Foods reduced to corner grocery store status, no longer offering as wide a range of goods. My corner grocer buys from the larger chains (and marks it up double!); he says he can't afford to stock organic produce (too small an operation). I will continue to shop there in emergencies, but it's always been too costly for regular weekly shopping.

Please don't let the very vocal minority stop this project that would help so many without negative effect to the environment!

Elsa Rosenberg *Elsa Rosenberg*

To the San Francisco Planning Dept.
c/o Sarah Jones
c/o Bill Wyko
January/28/2008

Re: Environmental Impact Report 690 Stanyan street Mixed Retail/ Residential project.

This letter is to inform the planning dept that regarding the environmental impact report on the matter of 690 Stanyan street in San Francisco. We own and operate the business next door to the project on the Haight street side. In fact our business built up next to the new project along an existing easement on the property line. Our business is a Night Club with live entertainment with a full liquor license. As we have been a fully legal licensed entertainment night club in this location for 30 plus years and have had no problems with neighbors for anything what so ever particularly noise issues. We understand that development may happen but in doing so we want to bring to the attention of the "environmental" report being done that we are the "environment" that is here and we have been being a good neighbor for over 30 years to the community. So in doing your report please keep in mind "NOISE" issues. We hope to think that the new building that will be constructed will keep this in mind and in fact build with sound deadening material and windows on the east side of the project and also in the rear area of our establishment as well. We look forward to working with the developers in getting their project done and think it will bring a big improvement to the area as well. Addressing this issue now will be more cost efficient with fewer problems later.....

Mr. Erick Ross 415-577-7369

Erick Ross

Mr. Regan Caponi 415-710-0993

Regan Caponi

RECEIVED
FEB 28 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

William D. Rothrum
Katherine Bird Rothrum
1777 Page St.
San Francisco, CA 94117

Bill Wycko
San Francisco Planning Department
1650 Mission St, Suite 400
San Francisco, CA 94103

RE: Case 2006.0460E

Dear Mr. Wycko,

We are 25 year residents of the Haight Ashbury and owners of a historically significant Victorian home built by Robert Cranston in the late 1800's. We have experienced many changes in the neighborhood over that time as we raised our family. The recent and ongoing improvements in Golden Gate Park including the new museums on the concourse, the reconstruction of the Conservatory, and the rebuilding of the Children's playground have greatly improved the park and the tone of the surrounding neighborhoods. We are therefore pleased with the prospect of that spirit of renewal spreading directly into our immediate area with the proposed shopping and residential structure at Haight and Sanyan streets.

We find the proposed project to be architecturally attractive and in keeping with our neighborhood's tradition of innovative thinking and artistic expression. The addition of tasteful residential housing fills a need in an area that on one hand has experienced neglect of unattractive properties while attractive housing stock is shrinking due to the many condominium conversions. The choice of Whole Foods as the anchor commercial tenant is especially attractive to us as residents. The majority of businesses in the Haight are geared toward tourists and visitors from other parts of the city. There are relatively few stores or services that specifically serve the practical needs of residents on a regular basis. Whole Foods would fill that vacuum in a very significant way while, at the same time, offering prepared foods and other items of interest to tourists and neighborhood visitors.

We appreciate the consideration of the Planning Department and hope you will agree to move the project forward in a timely manner.

Yours truly,

William D. Rothrum 2/26/08
Katherine Bird Rothrum 2/26/08



"Belgrave House"
<nell@belgravehouse.com>
02/25/2008 04:40 PM

To: <snah.bjones@sfgov.org>
cc: <jmyerston@sf.gov>, <osa.mirkaimi@sfgov.org>
bcc:
Subject: case number 2006.0460E

Just to let you know that I approve the present scope of the Whole Foods project at Sanyan and Haight Street. Our neighborhood has been lacking a full-service grocery since Cala Foods disappeared, and the EIR suggests that the conceived project will work well.

Sincerely,
Elizabeth Rotter
190 Belgrave Avenue
San Francisco, CA 94117-4228

"David Rumsey"

<rumsey@luna-ima.com>
03/02/2008 10:12 PM

To: <sarah.b.jones@sfgov.org>

cc

bcc

Subject: Whole Foods draft EIR



Dear Sarah Jones,

I have lived a few blocks from the 690 Stanyan Street project (24 Beulah St) since 1983 and another 10 years in the neighborhood, at Cole and Page, before that. I strongly support the draft EIR findings for these reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

The opponents of the project and the draft EIR present the same old, tired arguments of not wanting any change in the neighborhood, even when it is so positive, as this development would be. We need this food store in the neighborhood and I strongly support it.

David Rumsey
24 Beulah Street
San Francisco, CA 94117
415 386 1750
415 386 1781 fax
415 531 1842 cell
rumsey@luna-ima.com
www.davidrumsey.com

Bill Wycko
Major Environmental Analysis
Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103
February 29, 2008

RECEIVED

MAR 03 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

Dear Mr. Wycko,

I strongly protest the proposed size of the 690 Stanyan Street project. I do so not as a neighbor of the site (which I am), but as a San Francisco taxi driver with more than thirteen years of experience observing and negotiating city traffic.

There are lessons to be learned about the traffic snarl created by high-volume supermarkets on major arteries, i.e., the Whole Foods at California and Franklin Streets and the Trader Joe's at Masonic and Geary.

A good dozen parking spaces were eventually eliminated (from 9 a.m. to 9 p.m.) along Maconic Avenue to accommodate the Trader Joe's shoppers queuing for a spot in the store's parking lot. The measure has not alleviated the flow which is also made up of cross-town traffic, USF commuters, the 43 Muni lines, etc.

In the case of the Whole Foods, traffic on Fridays, Saturdays and holidays backs up in all three lanes of Franklin Street--that's eight blocks from California to Eddy--as drivers wait to squeeze into the parking garage.

Without denying the need for a supermarket and affordable housing in the upper Market, I think it is inevitable that the estimated 1,800+ daily car trips to 690 Stanyan would push traffic to a critical mass.

The intersection of Market and Stanyan already sees very dense traffic from residents, tourists, pack users, Amoeba Records shoppers, Kezar Stadium events, pedestrians and three Muni lines (routes 7, 33 and 71).

The load is increased by overflow traffic due to the regular closure of JFK Drive on Sundays and holidays. Furthermore, gridlock is guaranteed during each street festival (the Haight Street Fair), foot race (Bay to Breakers), and park event (the reopening California Academy of Sciences, A La Carte, A La Park).

I urge the Planning Department to scale this project down to preserve the charm of the park's pedestrian entrance for residents and visitors alike.

Sincerely,

Carl Russo
1965 Page Street, Apt. 303
San Francisco, CA 94117

1.8

1.8

6.1

7.2

11.1

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6.7

6.12

11.4



angelika_ryan@comcast.net
02/26/2008 02:38 PM
cc: suah.b.jones@sfgov.org
cc: HAJA_tf@yahoo.com
bcc:
Subject: Re: case#2006.0460E

I am a long-term resident and homeowner in the Inner Sunset neighborhood (UCSF area) and would like to express my support of the proposed Whole Foods project in the current scope. The project would eliminate the homeless congregation area and provide residents of the Cole Valley, Haight Ashbury, and Inner Sunset with a grocery store within walking distance, thus eliminating the need to drive to grocery stores in other neighborhoods and relieving the congestion on the roads.

Angelika Ryan
415-566-7228



lucrecia.s@adl.com
03/08/2008 08:17 PM
cc:
bcc:
Subject: Re: Whole Foods Project @ Stanyan - Yes

To: Mr. Bill Wycko, San Francisco Planning Department
From: B. Martin, Page Street resident
Re: case number 2006.0460E

Dear Mr. Wycko:

I would like to add my vote. I wholly support the Whole Foods project at Stanyan. Please, allow me a moment of your time to explain the reason why I support this project.

When Cala closed we lost a family, enough said there.

Once Cala's doors shut, we also lost the comfort and convenience of having a full stock store in our neighborhood. It was useful having Cala so close. Actually, I broke open a bottle of Champagne the day Cala closed. It's called the Champagne of sadness.

Mr. Wycko, Lucky is the closest full stock store. I really don't mind the walk to Fulton & Masonic for little things, but for full shopping it really is a burden in that I drive and of course finding a parking space upon return is a challenge. It's important to have a full stock store in our neck of the woods and what could be better than a Whole Foods. WOW, a dream come true!!!

My friends and neighbors living in this community agree unanimously that housing is desperately needed in this city and I think we could probably build above the Whole Foods??? Let's fight to keep our trees. Let's not ruin any more of the surrounding paradise we are so fortunate to live in.

With gratitude and appreciation,

Lucrecia Sarita Russo
The Haight 94117



"Sampath, Tina"
<tina.sampath@att.net>
02/25/2008 02:35 PM

To: <sarah.b.jones@sfgov.org>
cc: <HAIA_s@yahoo.com>
bcc:
Subject: case number 2006.0460E

To whom it may concern,
re: case number 2006.0460E

I wish to voice my full support of the draft EIR findings for the 690 Sienny St. project for the following:

TRANSPORTATION: The study found a less-than-significant increase in traffic to the project site. I believe this is true, since rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY: The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT: Our neighborhood needs a full service, modern grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

Thank you very much for your time.

Sincerely,
Tina Sampath
1461 7th Avenue

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7.2
11.1



"Sanchez, Laura"
<laura.sanchez@igs.com>
02/26/2008 07:25 PM

To: <sarah.b.jones@sfgov.org>
cc: <jonaramirez@yahoo.com> <HAIA_s@yahoo.com>
bcc: "Sanchez, Laura" <laura.sanchez@igs.com>
Subject: case number 2006.0460E

Hello Sarah,

I'm writing in full support of the Whole Foods project in its current scope and size (full service store)

A full service store will improve the environmental footprint of our neighborhood and San Francisco. Not only will my family not be driving across town for our grocery needs, but we will be on foot more times than not. I am sure this will be the case for many of my neighbors. Vehicle traffic with the proposed Whole Foods project should not be significantly different than it was for Cala Foods.

Anything less than a full service store will have negative environmental impacts as we end our neighbors will still be forced to drive across town.

Please let me know if you would like any additional feedback.

Best,
Laura Sanchez
55 Ashbury Terrace
SF, CA 94117

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1.5
1.7



"Janice sanz"
<sanzi@comcast.net>
03/08/2008 02:25 PM

To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: Whole Foods

Dear Sarah,

I am a San Francisco native of 1949 and a homeowner in Cole Valley since 1978. My family and I heartily, (almost pleadingly) support the construction of a Whole Foods Market with underground parking on Stanyan Street. We seriously need a good, convenient place to food shop.

Many thanks,

Janice Sanz
432 Belvedere Street

1.7



Justine Sarver
<justinesarver@hotmail.com>
02/26/2008 12:13 PM
cc
Subject: Support for Project on Stanyan

Re: Support for the Project at 690 Stanyan Street, Case # 2006-0460E

To whom it may concern:

I have lived on Grove Street near Golden Gate Park and when I first moved to the neighborhood two years ago I was glad to have a full service grocery store so close to my house, and on the way home from other shopping in the Haight-Ashbury.

This project to develop 690 Stanyan Street is an excellent proposal for our neighborhood, and I support it in its entirety. In particular, I support the combination of housing and a Whole Foods store in its current scope and size. Our neighborhood could really use this development.

The availability of a full-service grocery store in our neighborhood will enable many of us to shop without getting in our cars. Whole Foods Market is attractive to me because of the high quality and variety of the food they carry. In other cities I have lived in - including places as far flung as Detroit, to California cities like Sacramento and San Diego, having proximity to a Whole Foods has always increased the chances I will eat healthier and I imagine this goes for many residents of our neighborhood. If this project is not approved, the corner will remain a blight on the neighborhood.

Thank you for your consideration.

Justine Sarver
2169 Grove Street

Need to know the score, the latest news, or you need your Hotmail®-get your "fix". [Check it out!](#)

1.7

1.6



Robyn Savage
<robysavage@yahoo.com>
02/23/2008 08:10 AM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: Whole Foods Proposal

Do not put through the proposed development at Sunyun and Haight without Whole Foods as part of the deal. This neighborhood desperately needs a grocery store. And quite honestly, that corner desperately needs an renovation including an influx of everyday San Franciscans who will hopefully deter the blatant drug dealing at the entrance to Golden Gate Park. It's so discouraging to be a resident - going on 10 years now - of this neighborhood and constantly be propositioned for drugs 90 yards from the police station. Sorry - I go off on another tangent. We need Whole Foods.

Thanks,

Robyn Savage
1240 Sunyun Street

Never miss a thing. Make Yahoo your homepage.



Tim and Courtney Schar
<tschar@me.com>
03/06/2008 01:54 PM

To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: re: case number 2006.0450E

Hi Sarah,

My family lives in the Haight-Ashbury neighborhood (up on Buena Vista West). We are totally in support of the proposed Whole Foods and residential building at Sunyun and Haight. Currently I have to drive to other neighborhoods to do the bulk of my shopping. It would be fantastic if I could get all I need for my family right here in the Haight. I do support and will continue to support local specialty food shops in the neighborhood. I am a Whole Foods shopper now and still buy from neighborhood stores on an as needed basis. I would continue to do so when Whole Foods comes to the Haight. The site proposed for this mixed-use building is currently a total eye-sore. It's just adding to the grungy, dirty, unwelcoming feel of that area of our neighborhood. Lots of tourists enter Golden Gate Park at the end of Haight Street and that spot is not the best example of what our city has to offer. I believe the proposed building would really help clean the area up a bit and provide much needed larger-scale grocery shopping for area residents. We are 100% in support of the proposed development.

Thank you for your time.

Best,
Courtney Schar



Cameron Shaw
 <saleshaw@earthlink.net>
 02/22/2008 03:43 PM

To: sarah.b.jones@sf.gov.org
 cc: HAJA_s@yahoo.com
 bcc: Subject: Support for Whole Foods case #2006-0460E

Dear Mr. Wycko,
 re: case number 2006-0460E

I wish to voice my full support of the draft EIR findings for the 690 Stanyan St. project. My support is based on the fact that we need a full service, state-of-the-art quality grocery store in our neighborhood. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability.

The EIR study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

Thank you very much for your time.

Sincerely,

Cameron Shaw
 1251 Willard St., San Francisco, CA

Looking for last minute shopping deals? Find them fast with Yahoo! Search.

re: case number 2006-0460E

1.8

1.5



Joseph Sherman
 <jsherman@reliantgroup.com>
 02/25/2008 11:35 AM

To: <sarah.b.jones@sf.gov.org>
 cc: <HAJA_s@yahoo.com>, <skewit@jabopdcal.net>
 bcc: Subject: case number: 2006-0460E

Dear Mr. Wycko,

re: case number 2006-0460E

1.7

I am a resident of the Haight Ashbury, having lived on Ashbury Street for 8 years. Two of my three children have attended High School at the Urban School on Page Street. I walk my daughter to school there daily. My family is very supportive of the Whole Foods project on Haight Street in its current scope. We need more housing, and this neighborhood needs a viable full service grocery store to serve the local population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers. It may in fact reduce crime, loitering and drug activity at what could be a gateway to Golden Gate Park. This is a win-win for the city and the neighborhood.

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The net result will not create a negative environmental impact for San Francisco. Please approve all emendments for this important project as soon as possible.

Sincerely,

Joe Sherman

Joseph L. Sherman
 President
 The Reliant Group
 556 Commercial Street
 San Francisco, CA 94111
 Direct: 415-501-9600
 T: 415-788-0700 x 600
 F: 415-788-0435
 E: jsherman@reliantgroup.com



jsherman@reliantgroup.com.vcf



keith skelly
<skelly708@yahoo.com>
02/27/2008 07:38 PM

To: sarah.b.jones@sf.gov.org
cc:
Subject: Support draft EIR findings for the 690 Sanyan St. project - Whole Foods

February 27, 2008

Dear Mr. Wycko
Re: case number 2006.0460E

I support the draft EIR findings for the 690 Sanyan St. project, for the following listed reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. Their is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less. Thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Thanks you very much for your time.

Sincerely,

Keith F. Skelly
708 Cole Street
San Francisco, CA. 94117

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"Abby Smith"
<asmith@abby-smith.net>
03/03/2008 08:05 AM
bcc
Subject: 690 Sanyan Street project

Dear Sir/Madam:

I support the draft EIR findings for the 690 Sanyan St. project, for the following reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. It is people like me and my numerous neighbors who will opt to WALK to a store that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

As a resident of the neighborhood, I feel very strongly that this project will significantly improve the quality of life of our area and encourage the sustained diversity of RESIDENTS in this beautiful part of our city. The impacts will NOT be negative. So many of us have to pile in our cars to shop in other neighborhoods for our needs. This should not be the case in a city as livable and green as San Francisco.

Sincerely yours, Abby Smith

Abby Smith
24 Beulah Street
San Francisco CA 94117

T: (415) 831-4439
F: (415) 386-1781
M: (415) 971-0759

quincampok@uno.com
02/22/2006 1:38 PM

To: sarah.b.jones@sfgov.org
cc: hals.s@yahoo.com, Ross.Milkarini@sfgov.org
bcc:
Subject: Case# 2006 0460E



alicia snow
<alicia_snow@sbcglobal.net>
02/25/2008 08:31 PM



To: sarah.b.jones@sfgov.org
cc: ross.milkarini@sfgov.org
bcc:
Subject: Re: case number 2006 0460E

I am writing to ask for total support for Case#2006.0460E, the full project, not the reduced alternative.
The reduced alternative does not address the needs of the community; the full project does.

Thank you,
Den J. Smith
1644 Waller
SF 94117

Dear Mr. Wycko,

re: case number 2006.0460E

I wish to voice my full support of the draft EIR findings for the 690 Stanyan St. project. My support is based on the fact that we need a full service, state-of-the-art quality grocery store in our neighborhood.

The needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability.

The EIR study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

Thank you very much for your time.

Sincerely,

Alicia Snow
1596 Shrader Street
San Francisco, CA 94117

1.8

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"Solmsen, Tooper"
<tooper.solmsen@credit-sui
see.com>
03/02/2008 05:30 AM

To "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
cc "HANA_sl@yahoo.com" <HANA_sl@yahoo.com>
cc "ross.mikarimi@sfgov.org" <ross.mikarimi@sfgov.org>
bcc
Subject Whole Foods in the Haight

Dear Ms. Jones,

re: case number 2006.0480E

I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park, the west end of the Haight St. merchant corridor.

The net result will not create a negative environmental impact for San Francisco.

Sincerely,

Christopher Solmsen

475 Belvedere Street

SF, CA

94117

=====

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http://www.credit-suisse.com/legal/en/disclaimer_email_ib.html

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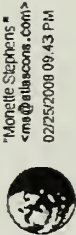
Diana Lee Sonne
<dlee@me@yahoo.com>
02/22/2008 03:41 PM

To sarah.b.jones@sfgov.org
cc Ross Mikarimi@sfgov.org, dcsome@yahoo.com
bcc
Subject Whole Foods Project on Haight and Stanyan

Dear Ms. Jones,
My husband and I are homeowners in the Haight/Ashbury district (1532 Waller Street). We are in support of the full project on Haight and Stanyan, (not a reduced alternative) that includes a full service grocery, housing and adequate parking to serve both (Case Number 2006.0460E). We need a full service grocery in our neighborhood, and a reduced alternative will make it infeasible.

Thank you,
Diana and Chris Sonne

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http://mobile.yahoo.com/;_ylt=Ahu06i62a88Dtdypao8McJ9tAcJ



To: <sarah.b.jones@sfgov.org>
Cc: <mj@allacres.com>
Subject: Support for Whole Foods at 630 Stanyan

Dear Mr. Wycko,
re: easc number 2008.0460E

I am very supportive of the project in its current scope. This neighborhood needs a viable grocery store to serve a large, diverse population. We routinely visit the Whole Foods in SOMA, Potrero Hill or on California St. When construction is completed, the Whole Foods on Stanyan will be within walking distance and will allow me and my family to shop locally rather than drive to SOMA. With other Whole Foods Markets in the city, there is no reason to believe 630 Stanyan will become a unique magnet for shoppers.

We are looking forward to the neighborhood upgrade that the proposed project will provide. We feel the addition of a Whole Foods in that location will provide a step up in the types of merchants and clientele in the area.

The net result will not create a negative environmental impact for San Francisco.

Sincerely,
Monette R. Stephens



To: <sarah.b.jones@sfgov.org>
Cc: <mj@allacres.com>
Subject: email in support of Whole Foods on Stanyan

Hello,

I am writing to support the idea of putting a Whole Foods grocery store in the former Celia Foods site on Stanyan Street. I understand that there are concerns regarding traffic in the area, but I believe that the in/out of whatever parking would be included could be engineered to minimize traffic back-up on Stanyan. I think the model used at the Albertson's (now Lucky) on Fulton could work with Whole Foods, so that cars coming in and out of the parking area would do so onto side streets, rather than onto Stanyan itself.

I can't express enough how much I would value having a Whole Foods in the neighborhood. As it is now, I drive 10 to 15 minutes each way, once or twice a week, to get from the Inner Sunset to the Whole Foods on California Street. I also believe that being able to walk to a Whole Foods market would increase the property values in this area. I find that people in San Francisco appreciate being able to walk, rather than drive, whenever possible. I am currently able to walk to Andronico's, but the prices are much higher there than at Whole Foods, so I drive, both for the quality and the lower prices.

Thank you for reading about my concerns and desire to have a Whole Foods in the neighborhood.

Best regards,
Kimberley Spears
335 Irving Street
SF, CA 94122



Megan Strahm
<meganstrahm@hotmail.com>
To: <sarah.b.jones@sf.gov.org>
cc
02/19/2008 09:49 AM
Subject: re: case number 2006.0460E

Dear Sarah and Mr. Wycko,
re: case number 2006.0460E

I support the draft EIR findings for the 690 Sanyan St. project, for the following lists reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the city.

Thank you very much for your time.

Sincerely,

Megan Strahm

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Megan Strahm
<meganstrahm@hotmail.com>
To: <sarah.b.jones@sf.gov.org>
cc
02/22/2008 02:17 PM
Subject: Case Number 2006.0460E

Sarah:

This is my second letter and I just wanted to reiterate my support for the Whole Foods moving into the Haight. Currently I live three blocks from the proposed project and drive to Trader Joe's on Masonic. It would be wonderful to have a full-service grocery store that I could walk to in my neighborhood. Also, I run by the proposed site to get into the park and would be delighted to see that area of the neighborhood cleaned up so I felt safe.

Thanks for listening.
Megan Strahm
114 Belvedere Street
San Francisco, CA 94117

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Climb to the top of the charts! Play the word scramble challenge with star power. [Play now!](#)



Megan Strahm
<meganstrahm@hotmail.com>
>
03/05/2008 09:54 AM
To: <sarah.b.jones@algon.org>
cc
bcc
Subject: Whole Foods Support

Dear Mr. Wycko,
re: case number 2006.0460E

I just received a summary from last week's Planning Commission meeting regarding Whole Foods and was pleased to hear overwhelmingly all of the positive feedback you've heard on the project. I understand that some neighbors on Page Street have some concerns re: light in their backyard and traffic on their street. Hopefully we can all work together with the neighbors to ease their concerns or adapt the project any way we can. I know that Whole Foods will benefit the greater neighborhood of Upper Haight and Cole Valley with a full-service grocery store.

I'm very concerned with leaving this area empty on Haight & Stanyan. It can only deteriorate more if we leave it empty for much longer.

Thanks for listening.

Megan

Need to know the score, the latest news, or you need your Hotmail® get your "fix". Check it out!



"Susan Strolls"
<sstrolls@comcast.net>
02/23/2008 05:58 PM
Please respond to
"Susan Strolls"
<sstrolls@comcast.net>
To: <sarah.b.jones@algon.org>
cc: <HATA.chola.sf@yahoo.com>, "Ross Minkami"
<ross.minkami@sf.gov.org>
bcc
Subject: Case Number 2006.0460E

I am writing in support of the project to develop 600 Stanyan Street. The proposed development will be a welcome addition to the upper Haight shopping corridor.
As someone who participates in a monthly volunteer clean-up of the Alvoid Lake area, I know that a greater presence of shoppers and residents will help improve this entrance to the park. I cannot imagine that the drug dealers will feel as comfortable with their selling when there will be more folks utilizing this area again.
As someone who does not own a car and lives to shop locally, I look forward to shopping at a quality, large-scale grocery store.
I would like to see the permit process move forward as quickly as possible. This site has been vacant for too long and the sooner the development can begin, the better the neighborhood will be.

Sincerely,
Susan Strolls
1159 A. Masonic
415-861-3193

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"Michael J. Sullivan"
<msullivan@sfplanning.com>
02/18/2009 12:39 PM

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Case number: 2008.0460E - 650 Sanyan Street



"Kathryn Supinski"
<kmsupinski@gmail.com>
02/22/2009 07:53 PM
Please respond to
kmsupinski@gmail.com

To: sarah.b.jones@sfgov.org
cc:
bcc:
Subject: Resident support for Whole Foods (#2008.0460E)

San Francisco Planning Department
1650 Mission Street, Suite 400,
San Francisco, CA 94103

Re: Case number: 2008.0460E

Ladies and Gentlemen:

I am writing to comment on the draft Environmental Impact Report (EIR) for the Whole Foods Market/Housing development at 650 Sanyan St.

I am very supportive of the project in its current scope and size. I am a resident of the Haight-Ashbury neighborhood; I live on Woodland Avenue four blocks from the proposed full service grocery store. At present, our family drives to much more distant stores for groceries, and this project is close enough for us to either walk, or drive a much shorter distance. The project's location in a dense, easily walkable neighborhood and close to transit makes it ideal.

Traffic at this location will be no worse than the traffic associated with the prior Cala Foods. And aesthetically, a multi-story building with housing over retail is a much better urban planning solution for this corner than a parking lot. This project represents a great step forward for what should be a landmark corner of our neighborhood.

Anything less than a full service store at this location will have significant negative environmental impacts:
(1) the lot will remain a blight on our neighborhood for years to come while it languishes in re-design, and
(2) residents will be forced to continue driving to more distant stores for their grocery needs.

Please fast-track this important and positive development for the Haight-Ashbury neighborhood.

Sincerely,

Michael J. Sullivan
Paul J. Loeffler
59 Woodland Avenue
San Francisco, CA 94117

I strongly support this residential/full-service grocery project in its full scale and believe it to be a much needed and desirable addition to my neighborhood. I am a homeowner with a young child and see this project providing long-term benefits to our quality of life. A full-service grocery store and new housing in this location will only improve the neighborhood and fill a noticeable and unfortunate gap in services/amenities.

I am not concerned, nor do I believe, that the project will create parking or traffic issues. On the contrary, the project design appears to fully address demand for parking and I thank the Planning Department for suggesting sophisticated options that further address parking/traffic issues, should they arise, even though the EIR conclusions state that impact is less-than-significant.

Most sincerely,

Kathryn Supinski
132 Belvedere St.



Shelly Sutherland
<shellysutherland@sigov.org>
02/22/2008 03:35 PM

To: sarah.b.jones@sigov.org
cc: Ross Minkarini@sigov.org, hata_s@yahoo.com
bcc:
Subject: Case #2006.0460E - Whole Foods

Dear Ms. Jones,

I am a resident and property owner in the Haight and strongly support the project at Stanyan and Haight Street which includes a full service Whole Foods Grocery, housing and parking. I understand that there are no detrimental effects of this concept per the recent EIR. In fact, environmentally, it would be a great way to reduce gas emissions because I and the entire neighborhood could walk to Whole Foods rather than drive to other locations for a full-service grocery store. Whole Foods cares about the neighborhood, the environment and provides high quality product so this is a company that would be a tremendous asset to the neighborhood.

Sincerely,

Shelly Sutherland

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1.5

1.7



<Stephen.Taber@hklaw.com>
02/25/2008 01:07 PM
cc
bcc
Subject: 690 Stanyan Street EIR

My wife and I live at 1805 Page Street, about 2 blocks from the proposed development. We have lived in the neighborhood for 27 years. Our principal concern about Haight Street is that it is not a neighborhood-serving street. Because of the excessively restrictive zoning requirements (limiting store size and "chain" stores), the only stores that tend to locate on the street are specialized boutiques selling luxury goods to tourists. As a consequence, we are forced to travel outside the neighborhood for our basic necessities, such as groceries. While the former Cala store was not of high quality, we were at least able to walk to one store that served the neighborhood. With Cala closed, its absence has resulted in a significant adverse environmental impact, as residents of a whole neighborhood are forced to travel long distances, almost invariably by single-occupant automobile, to buy basic necessities.

In addition, San Francisco lacks sufficient housing to keep up with demand, while many sites, such as the former Cala site, sit vacant. Failure to provide sufficient housing requires people to commute long distances from outside the city, particularly those who are priced out of a market to which they are denied access because of this artificially-induced scarcity of housing. Maximizing housing on the Cala site is an environmentally-friendly in-fill opportunity which should be maximized.

The amount of parking on the Cala site has been criticized. While I am not fond of excessive automobile use, it is necessary to recognize that some parking is necessary in order for the project to work. Furthermore, many families must use a car to transport their groceries and, if they are to do so, it is better that they do so within the neighborhood rather than travel long distances to supermarkets outside the neighborhood.

For these reasons, I believe that this is an environmentally-friendly project and that its positive attributes greatly outweigh its negative attributes.

Stephen L. Taber
Holland & Knight LLP
50 California Street, 26th Floor
San Francisco, CA 94111-4624
Direct: (415) 743-6965
Main: (415) 743-6900
Fax: (415) 743-6910
stephen.taber@hklaw.com

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KTraynor@aol.com
02/24/2008 11:44 AM

To: sarah.b.jones@sfgov.org
cc
bcc

Subject: In support of Whole Foods development on Sianyan

Dear Ms. Jones,

I strongly support the approval of the proposed Whole Foods/residential development proposed by the Brennan family at Sianyan and Haight. We in the neighborhood (I have lived here since 1974) desperately need a full-service grocery store.

Thank you very much for your help in this, Kathie Traynor (164 Belvedere)

Kathie Traynor
ktraynor@aol.com
415.665.2760
415.665.3212

1.7



Matt Tucker
<mattuckerinf@yahoo.com>

03/04/2008 01:52 PM

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: In support of whole foods on Sianyan

Hi,

We just wanted to register my approval for Whole Foods at Sianyan and Haight. It would be a great addition to the neighborhood. My only hope is that they build sufficient on sight parking and address the inevitable traffic issues that will result.

-Matt and Liz Tucker
985 Clayton St.
SF, CA 94117

1.7

Delicious ideas to please the pickiest eaters. [Watch the video on AOL Living.](#)

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RECEIVED
FEB 04 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

John F. Ungar
216 Frederiek Street
San Francisco, CA 94117

January 30, 2008

Mr. Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission St. Suite 400
San Francisco, CA 94103

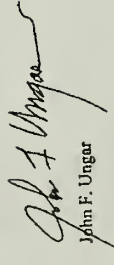
Re: 690 Stanyan Project

Dear Mr. Wycko,

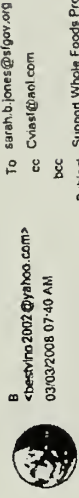
I have just read a review of the Stanyan project in the "Haight Ashbury Beat". While I support the proposed scope and use of the property I am simply appalled at the aesthetics. I am an admirer of much of the modern architecture being built in the city. But this is among the worst, cliched schlock I have ever seen. The pseudo sheds anchored by a caged Waring Blender are totally out of character in the neighborhood; or anywhere in our beautiful city for that matter. This, unfortunately, will oppose one of the main entrances to Golden Gate Park for decades to come, where it will be viewed by horrified thousands.

Please insist that the project owners hire an architect to provide a more thoughtful, fitting facade. Excellent modern design would be welcomed.

Sincerely


John F. Ungar

690 Stanyan comment.doc



B
<bestvino2002@yahoo.com>
03/03/2008 07:40 AM
To: sarah.b.jones@sfgov.org
cc: Cviast@aol.com
bcc: Support Whole Foods Project

Hello Ms. Jones,

My name is Bill Villarroel and I live in Cole Valley, (have for many years). Believe allowing a Whole Foods establishment to be developed at the Haight and Stanyan corner will benefit the neighborhood on several different levels, not the least of which is cleaning that corner up. Whole Foods is a quality and professional business that would enhance the curb of that part of Haight Street without losing its traditional charm. I, (and many of my neighbors) wholeheartedly support this project.

Thank You.

Bill Villarroel
348 Carl St.
94117

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KB.Volkman@aol.com
02/24/2008 10:30 AM

To: sarah.b.jones@sfgov.org
cc: HAVA_s1@yahoo.com
bcc:
Subject: Case number 2008.0460E

Dear Ms. Jones,

Re: Case number: 2008.0460E
690 Stanyan Street
Mixed Retail/Residential Project

I see this as a wonderful and ideal opportunity for our neighborhood. As a homeowner for 19 years, I know and love this neighborhood, and this project as its entirety gets all thumbs up for me. Why wait on this great project and allow this lot to stay empty and languish for more years to come? Let's get going and make progress on business and housing as proposed for our neighborhood! Please! Let's get this site in use again and I can't think of a better project to beautify our neighborhood with no negative environmental impact.

A full-service grocery store for our diverse neighborhood means we will travel less to get our total food and grocery supplies. One-stop shopping. With a full-service store as proposed we can walk, bike, drive or take muni to this great neighborhood location and not have to go to other neighborhoods. Having less than full-service will demand that we go to multiple locations for needed items. Since this location was a grocery before I applaud bringing in a grocery store again. It will mean we can once again shop in our neighborhood instead of traveling to other parts of the city for all of our needs.

This project is not just about groceries but also about providing needed housing for our desirable neighborhood next to the park. Those lucky residents will be able to walk to get their daily groceries as well as to go to the park. Parking not just for residents of the proposed building but for grocery customers and bicyclists is a great positive with no negative environmental impact on the neighborhood.

Thank you very much.

Sincerely,
Kathleen Volkman
858 Claydon Street
San Francisco 94117

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KATHLEEN VOLKMAN
858 Claydon Street
San Francisco, CA 94117
kbvolkman@aol.com

RECEIVED
FEB 27 2008
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Mr. Bill Wycko
San Francisco Planning Department
1850 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko,

Re: Case number 2008.0460E
690 Stanyan Street
Mixed Retail/Residential Project

I see this as a wonderful and ideal opportunity for our neighborhood. As a homeowner for 19 years, I know and love this neighborhood, and this project in its entirety gets all thumbs up for me. Why wait on this great project and allow this lot to stay empty and languish for more years to come? Let's get going and make progress on business and housing as proposed for our neighborhood! Please! Let's get this site in use again and I can't think of a better project to beautify our neighborhood with no negative environmental impact.

A full-service grocery store for our diverse neighborhood means we will travel less to get our total food and grocery supplies. One-stop shopping. With a full-service store as proposed we can walk, bike, drive or take Muni to this great neighborhood location and not have to go to other neighborhoods. Having less than full-service will demand that we go to multiple locations for needed items. Since this location was a grocery before I applaud bringing in a grocery store again. It will mean we can once again shop in our neighborhood instead of traveling to other parts of the city for all of our needs.

This project is not just about groceries but also about providing needed housing for our desirable neighborhood next to the park. Those lucky residents will be able to walk to get their daily groceries as well as to go to the park. Parking not just for residents of the proposed building but for grocery customers and bicyclists is a great positive with no negative environmental impact on the neighborhood.

Thank you very much.

Sincerely,

Kathleen Volkman

Kathleen Volkman

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Robert Weaver
<rweaver@pacbell.net>
02/25/2008 05:06 PM

To: sarah.b.jones@sfgov.org
cc: hana_sif@yahoo.com, ross.minkai@m@sfgov.org
bcc:
Subject: Case Number 2008.0460E / 690 Stonyon

Planning:

I am a long time resident of the Haight (20+ years) and live on the same block as the proposed 690 Stonyon Street project. Although I have some minor concerns about the traffic that will be created by the proposed project, I strongly feel that the positive impact this project will have on the neighborhood will outweigh negative comments by me or anyone else. In reviewing the draft EIR what I am impressed by is the candor of the developer in acknowledging some negative impacts while not overplaying the positive influence the project will have on San Francisco. In a very real sense, I see the project as a core improvement to the neighborhood that will have the same type of impact that Potrero Park (now AT&T Park) had in the China Basin area. I makes an immediate improvement to the quality of life and encourages other development that will pull the Haight out of the commercial stagnation that makes shopping in my neighborhood more a tourist activity than a convenience for residents.

I see overwhelming positives in the project, including:

1. Adding residential units that will not displace existing rental units in the neighborhood.
2. Adding residential units that will hopefully be available for purchase, making it more likely that the neighborhood will attract more homeowners, and do so without displacing renters.
3. Adding an upscale market that will have a positive impact encouraging other potential business to "take a chance" in the Haight.
4. Replacing a local eyesore abandoned building with a mixed use project.
5. Having Whole Foods as a joint venturer gives the business a heavy financial stake in the project, and as such motivates Whole Foods to make the business and project a success.
6. Finally getting a full service market back into the neighborhood.
7. Based on the similar project on Fulton (Albertson's, now Lucky's) the parking and traffic issues are manageable and not as intrusive as they appear to be at first blush.
8. Whole Foods will be a good neighbor as evidenced by my personal observations of the Potrero Hill and California/Franklin stores.
9. The downsides of the project are identical to any other project that anticipates demolition of the existing structure and construction of a new building. Nothing unusual in noise, dirt and construction traffic that will be exacerbated by this particular project over other projects.
10. The nature of the store will encourage a lot of foot traffic for grocery shopping that is now relegated to automobile trips to Lucky's, Safeway, Molly Stone's and other Whole Foods.

I strongly encourage the submission to approve the draft EIR and allow this project to rapidly

move along. Delays will not result in changes that will greatly enhance the project, delays will only add to the cost of the project and make the residential units and commercial units available later than necessary. Remember that costs to the project will only add to the ultimate costs to consumers, renters and buyers. Help our City and the Haight community by approving the draft EIR.

Thank you for your consideration.

Rob Weaver
1901 Page Street
San Francisco, CA
415/398-9800

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Teresa M. Welborn

2001 Oak Street
(415) 752-8520

San Francisco CA 94117
Fax (415) 752-4503

March 8, 2008

Planning Department
ATTN: Bill Wycho
1650 Mission St., Suite 400
San Francisco CA 94103

RE: Case # 2006.0460E
690 Sanyan Draft EIR

Dear Mr. Wycho:

I am a 15 year resident of the Haight, and want to voice my opinions on the proposed development at 690 Sanyan Street, which is two blocks from my home. I support more housing of comparable density. I support a neighborhood grocery. Having said that, there are many defects in the proposal that must be addressed before it can win neighborhood support.

2.1

LAND USE. The proposed project violates current Land Use standards and this is not adequately addressed in the draft EIR. The project violates the Haight Street Neighborhood Commercial District, which supports neighborhood-serving businesses of approximately 1,000-1,500 square feet. Page 8, you say it "would not conflict with any applicable land use plan or policy." That is not true.

3.1

The proposed project is too big. It is projected to cover the entire two lots, lot line to lot line. All of the other residential and commercial buildings in the neighborhood have setbacks and rear yards. This would be an ugly monolith, out of character with the neighborhood. The proposed project would put a 40-50 foot wall along the lot line, impacting back yard sunlight and rear windows light, air, and privacy.

1.1

It is too big and massive for the official pedestrian entrance to Golden Gate Park, not, as cited on Page 9, "a gateway."

TRAFFIC. Page 8, "The proposed new building... would not impede the passage of persons or vehicles." The LOS study was done during winter months, after the Cala Store was closed. The study was an extrapolation, rather than an actual traffic study, and is not an accurate representation of the traffic impacts. Furthermore, the study overplays the role of automobiles in the area, to the detriment of pedestrians (both adults and children), MUNI, and bicyclists.

6.1

6.3, 6.2

The LOS study does not take into account the weekly events in Golden Gate Park from March through November, a large number of which take place in Sharon Meadow and Kezar Stadium, with others in walking distance. I am well aware of these events as I see attendees parking in this neighborhood or arriving on MUNI, and streaming along Oak and Sanyan Streets, into the park. Many of these events have over 40,000 attending.

6.5

The proposed Whole Foods Market is twice the size of the former Cala Market and is a regional destination. Most of the shoppers are planned to come from outside of the neighborhood, and from one to several miles away. This is NOT a neighborhood-serving business! And the traffic impacts would be severe.

6.8

We have seen how regional destinations, such as Trader Joe's on Masonic, affect traffic. One lane of Masonic, southbound, is severely impacted by Trader Joe's customers and big wheeler suppliers. We CANNOT have some 8,000 or more car trips a day on Sanyan Street without seriously disrupting existing traffic and seriously compromising MUNI service on Haight Street, a transit-first street, and on Sanyan Street, a transit-preferential street. We want to bring more people to this neighborhood by public transit, not bring in 8,000 cars a day!

6.10

The LOS study didn't fully consider the impact on MUNI of 8,000 cars a day crossing in front of the major bus lines, nor the impact of 8,000 cars a day crossing in front of the continuous stream of pedestrians. And of course it assumes that existing MUNI service and accommodate all the projected additional riders. This is not true. Peak MUNI service is overflowing with riders now. The study should require additional funding for MUNI service increases, at the very least. And it should require a project with half the projected auto traffic.

6.3

6.10

Consideration should be given to including a loading dock on the property. Putting the queuing up and parking of large delivery trucks in the public venue is inappropriate at best. It interferes with pedestrian uses of the very narrow public sidewalks and with MUNI service. When I think of all these delivery semi's pulling up to the market, then either driving in and backing out across the sidewalk and lanes of traffic on Sanyan, or, perhaps worse, backing in across the sidewalk and lanes of traffic on Sanyan, I am horrified.

6.11

The added "scenic value" of 85 feet of large trucks parked across from Golden Gate Park, and at least 27 trucks a day, backing in and out of the project is truly an ey sore. I have not seen any projects about the noise and pollution produced by these delivery trucks, and at what times of day or night they would be making deliveries. The timing of deliveries will have additional negative impacts on MUNI and neighbors.

6.19

Construction time of approximately three years and construction truck trips of up to 20 per day will have a serious impact on Sanyan, Oak and Fell Streets and on neighbors, by traffic, noise, and pollution. Excavating a hole 30 feet deep, lot line to lot line, will probably take more than 20 trucks a day.

6.13

Backup traffic on Fell and Oak will affect traffic city-wide.

According to page 8, "construction workers would either par on-street or in the nearby Kezar parking lot." We do not have room in the neighborhood for construction worker parking or construction truck parking.

6.18

The proposed project projects a supermarket demand of 145-166 parking spaces, and this is further evidence that this is NOT a neighborhood-serving market. The study projects that the market is short up to 60 auto parking spaces, and that cars will circle the block looking for parking. This is a serious impact on Haight and Sanyan Streets, for pedestrians and MUNI, and on Page Street, for pedestrians and users of the Boys and Girls Club. This is not, as page 12 puts

6.15, 6.14

it, "a social impact," but rather is seriously bad planning that will affect the neighborhood and MUNI for decades. 6.18

Furthermore, since supermarket parking will probably be on a fee-basis, even more cars than projected will be circling the block, seeing free parking.

AIR QUALITY. Excavating a hole 30 feet deep, lot line to lot line, will have a serious impact on neighbors with airborne dust and possible contaminants. I do not see that enough measures are in the proposed project to test the excavated material for more than lead or hydrocarbons, to inform residents of any hazards, and to mitigate both dust and any hazardous materials. Water spraying dirt twice a day will not reduce hazardous materials' exposure. Reports of hazardous materials and particulate materials must be available to the public, and the phone number of an accountable representative of the project sponsor.

SHADOW. The proposed project does not take into account how the lot line construction of 40-50 foot building would seriously impact residents on Page Street. A 40-50 foot solid wall will probably cut in half the amount of sunlight that Page Street residents receive in windows and backyards, if not reduce it even lower. This affects quality of life, ability of existing plants, trees, and gardens to grow, and enjoyment of back yards. There is also reduction in privacy from the construction being right to the lot line. 8.4

GROWTH INDUCEMENT. Virtually none of the proposed project's new residents would come from our neighborhood. This is a growth inducement. Furthermore, the proposed project puts pressure on nearby properties to do similar development. Both the McDonald's restaurant and the Amoeba Music Store are large lots that would be subject to redevelopment pressure, if this project is approved. 12.5

In general, these proposed "improvements" are only of benefit to the project sponsor and are detriments to the neighborhood residents and businesses. I will address some comments to each proposed "improvement."

IMPROVEMENT MEASURE 1 – Traffic. Left hand turns out of the garage must be prohibited at all times, not just restricted. A similar plan is in place at the Lucky supermarket on Fulton near Masonic. 6.18

IMPROVEMENT MEASURE 2 – MUNI. Yielding a few feet of curb space to MUNI's right of way on Haight Street does not go far enough to address the vast impacts of 8,000 cars a day interfering with MUNI buses and riders. 6.10

IMPROVEMENT MEASURE 3 – Loading. The city's giving away parking to the project's proposed off-site loading area is no improvement. 6.11

IMPROVEMENT MEASURE 4 – Pedestrians. Flashing lights and audible signals are not an improvement, but more auditory and visual pollution that will be ongoing. This is more evidence of the prioritization of project auto traffic over neighborhood and park pedestrians. 6.3

IMPROVEMENT MEASURE 5 – Parking. Based on other supermarkets' records, few market employees will live in the neighborhood – they cannot afford it – so they will be 6.18

looking for parking. Whole Foods could require them to park at Kezar and pay for their parking. 6.18

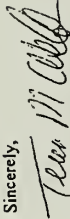
IMPROVEMENT MEASURE 6 – Construction. Construction truck movements must be required to be off peak hours, such as 9 am – 4 pm. 6.19

HOUSING. The City's general plan requires the increased construction of affordable housing, and recent legislation calls for some 60% of new construction to be affordable at various levels. The proposed project does not meet either criteria. 3.2

HOUSING DESIGN. The proposed project's draft design is an insult to this neighborhood, which was largely built out by 1890, and to Golden Gate Park. Something more in character with the Victorian neighborhood is needed, at minimum. 4.4

ALTERNATIVE PROJECTS. The study does not address the alternatives of having a neighborhood-serving market of half the size of the proposed Whole Foods market, and several additional small commercial spaces for small businesses. Nor does it address how cutting the proposed auto traffic and underground parking in half would greatly serve the neighborhood residents and park and international visitors. Alternative B is much more suitable to the neighborhood. The developer's interests are not the neighborhood's goals. 11.2

Sincerely,



Teresa M. Welborn



"Terry Whalen"
 <terry@pcsearch.com>
 02/29/2008 02:52 PM
 Please respond to
 <terry@pcsearch.com>

To: <sarah.b.jones@sfgov.org>
 cc: <HAI_A_s@yahoo.com>
 bcc:
 Subject: Whole Foods - Pro - 2006.0460E

Hello Bill,

I am writing to tell you that I am very supportive of the project in its current scope. We need housing, and this neighborhood needs a viable grocery store to serve a large, diverse population. When construction is completed and Whole Foods opens, people will find it easy to walk to the grocery store, or get there easily by public transit, both of which are great for the environment. With other Whole Foods Markets in the city, there is no reason to believe 690 Stanyan will become a unique magnet for shoppers.

In addition, the proposed project will not only beautify this significant corner, but it will also become an important landmark as both an entrance to Golden Gate Park and the west end of the Haight St. merchant corridor.

The net result will not create a negative environmental impact for San Francisco. Everyone knows that Whole Foods is a high-quality, well-run operation - this is exactly what the Haight needs.

Sincerely,

Terry Whalen and Kelly Whalen

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"Ruth Wheeler"
 <ro-new@comcast.net>
 02/22/2008 03:00 PM

To: "Ross Mikanini" <ross.mikanini@sfgov.org>
 cc: <sarah.b.jones@sfgov.org>, "HAI_A" <haila_s@yahoo.com>
 bcc:
 Subject:

Regarding Project 2006.0460E

Please let me offer my wholehearted support of the Whole Foods project at the corner of Haight and Stanyan. This is exactly the correct project for this corner. It will serve to provide a fine entrance to GG park and provide a very necessary service for the neighborhood, which desperately needs a full service grocery of this caliber within walking distance of an ever increasing elderly population. I pride myself on never driving for my errands in the City, but I have to make an exception for groceries. With a neighborhood store such as Whole Foods, I could make trips more often and be able to carry what I buy without a car. And how wonderful to have that kind of quality and full scale selection available. The housing, of course, is also very much needed and this plan provides a great mix of both. Please accept this project in its current format.

Thank you,
 Ruth E. Wheeler
 415-564-7788 (voice or fax)
 775-846-6089 (cell)


 "Ruth Wheeler"
<rue-rw@comcast.net>
03/03/2008 07:48 AM

To: <sarah.b.jones@slgov.org>, "HAUA" <haia_s@yahoo.com>
cc
bcc
Subject

I guess that HANC's eim in opposing Whole Foods at the corner of Haight and Stanyan is to be sure that the landscape in our neighborhood remains as grungy as possible. Whole Foods will do so much to environmentally elevate the entrance to GG Park, which belongs to ALL the citizens of San Francisco, not just the grudge factor. Besides being a very needed business in our neighborhood, and that corner being very much in need of clean up, speaking specifically to the environmental impact, this plan is tailor made for this corner. It totally fits with the other neighborhood businesses' and the growing families and elderly that actually live in the houses here. Walk in our neighborhood any day of the week and you will see this mix and we are desperately in need of such a grocery store within walking distance.

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1.5

Ruth E. Wheeler
415-564-7788 (voice or fax)
775-848-8089 (cell)

 "Richard Whitlow"
<richardwhitlow@hotmail.co
m>
02/27/2008 09:27 AM

To: <sarah.b.jones@slgov.org>
cc: <haia_s@yahoo.com> <Ross.Mikarini@slgov.org>
bcc
Subject: Case Number 2006.0460E

Hi Sarah

I recently learned that there was an alternative proposal being contemplated for the development at Haight and Stanyan. I understand that under this proposal there would be no full service grocery.

As a local home owner and a proud member of the community I wanted to express that I strongly oppose such an alternative and I that I strongly support the full proposal. In terms of improving life in the neighborhood, I cannot think of a better use for that space than a full service grocery.

I sincerely hope that you will listen to the residents of Haight Asbury and do what you can to ensure that the full proposal is approved and implemented.

Thanks for your time.

Richard Whitlow

11.1



NW -bsaninfo@yahoo.com
02/27/2008 10:52 AM

To: sarah.b.jones@sfgov.org
cc: ross.mirskalini@sfgov.org

bcc:

Case number 2006.0460E - Support for draft EIR on 690
Stanyan Street project

Dear Ms. Jones & Mr. Wycko,
re: case number 2006.0460E

I would like to express my support for the draft EIR findings on the 690 Stanyan Street project, for the following reasons:

TRANSPORTATION

The study found a less-than-significant increase in traffic to the project site. This is consistent with my thinking, as I will rarely drive to a grocery store when I will be able instead to walk to one that has a wide variety of products, fresh produce and quality items. Most people within a 15 minute walking radius will also use their cars far less, thus benefiting the environment.

AIR QUALITY

The project will not impact air quality to any greater degree than what was previously experienced with Cala Foods at that location.

ALTERNATIVES TO THE PROPOSED PROJECT

Our neighborhood needs a full service, state-of-the-art quality grocery store. The diverse needs of different life styles and tastes can only be accommodated with sufficient retail space to handle the broad range of products and services required, and maintain profitability. If it is too small, the venture will fail, with severe environmental impacts (return to cars to shop) for the City.

Thank you very much for your time.

Sincerely,

Nicholas Wickes
Haight Ashbury resident

IMPORTANT NOTICE: The information in this email (and any attachments) is confidential. If you are not the intended recipient, you must not use or disseminate the information. If you have received this email in error, please immediately notify me by "Reply" command and permanently delete the original and any copies or printouts thereof. Although this email and any attachments

David Willis
534 Ashbury
SF CA 94117

415 431 9017

To whom it may concern.

I'm a resident on Haight Street and my home is at Ashbury and Haight, four blocks from Stanyan. I would be personally affected, for the worse, by the proposed store front at 690 Stanyan St. with adverse quality of life issues.

There is a lot of parking space for local residents.

① There is a lot of parking space for local residents. Insufficient space would be lost to the project.

② The amount of space lost to the project is an eyesore degrading the local aesthetic.

③ The building is an eyesore degrading the local aesthetic. Perpetuating safety: crossing Stanyan at Haight, a major intersection with additional parking exists and increases the risk of collisions. There are ample concerns of health hazards here including blunt trauma and respiratory failure.

④ Unfair competition with existing retailers in the neighborhood, due to the economic crisis. If the store provided by which this area is closed, it would be a disaster. This project is not in harmony with the neighborhood character.

David Willis

3 MAR 2008
RECEIVED

MAR 10 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

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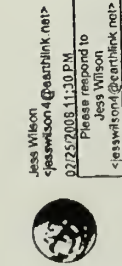
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Jess Wilson
<jesswilson4@earthlink.net>
02/25/2008 11:10 PM
Please respond to
Jess Wilson
<jesswilson4@earthlink.net>

To: sarah.b.jones@sfgov.org
cc
bcc
Subject: 2006.0460E

I am a resident of the Inner Sunset (12th & Judah) and am in favor of the redevelopment planned at Haight and Stonyon. Having Whole Foods as a tenant is something the wider community can benefit from since the previous market closure left the area having to travel further for a full service grocery store. And Whole Foods I think better reflects and services the interest of this community if not completely the financial abilities of everyone.

Please log my support for this project to move forward in it's current scope. Having a Whole Foods in this neighborhood will now mean I can easily ride my bike to my preferred grocery store--something a little out of the question now.

Thank you,

Jess Wilson
1374 12th Avenue

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1.5



Jill Wolcott
<jlwolcott@y2knit.com>
03/03/2008 07:33 AM
To: <sarah.b.jones@sfgov.org>
cc
bcc
Subject: Whole Foods on Stonyon

Please add my comments to support of the Whole Foods project on Stonyon.

As to traffic and air quality: Stonyon is a busy street. There was a grocery store (Cola foods) on the site previously so there should not be "new" impact to the streets running into Stonyon near Whole Foods. Traffic could easily be designed to go into the parking lot from Stonyon only, with a right-turn exit onto the adjacent perpendicular street.

Arguably, since the closest grocery stores are in the Sunset and the Castro, I am sure many people who currently drive to those or, even further to the current Whole Foods locations, will have shorter or fewer trips. Personally, it would be possible for me to walk either from the Muni or from my home which is currently not possible for the other two locations.

Alternatives:

This should be a full-service grocery. Cola foods was and the replacement should be as well. It will be a boon to the immediate and adjacent neighborhoods to have a grocery store at Stonyon.

Jill Wolcott, Y2Knit Creative Director
jill@y2knit.net / www.y2knit.net
Experience Tucson, October 2008
Y2Knit: Step-by-step instructions for Continental Knitting and Knitting Basics
fax: 415.552.8416
President/Member: Astin of Knitwear Designers, Inc.

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No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.516 / Virus Database: 269.21.3/1306 - Release Date: 3/12/2008 5:41 PM

Alexis Woods
<alexiswoods@gmail.net>
02/25/2008 03:11 PM



To: sarah.b.jones@sfgov.org
cc: Ross Minkorini <ross.minkorini@sfgov.org>
PMAA_s@yahoo.com
bcc:
Subject: Haight & Stanyan; case number 2006.0460E

I am a neighbor in support for the new Whole Foods development at Stanyan and Haight Streets. I have owned a home here in the neighborhood for over 15 years. I believe the proposed Whole Foods development brings some great new changes to the area. The old Cala Foods was unpopular, dirty and a terrible place to shop - I especially felt unsafe bringing my kids with me when I did shop there.
I wanted to write and simply let you know that I am completely supportive of the proposed development in its current scope and size. A full service store will enable us to walk and not drive - a positive for the environment and SF traffic. Vehicle traffic at the new site should not be any different than at the old Cala Foods site.
Please go ahead with the full service store, we need it, we want it and it would help to give the corner of Haight and Stanyan the prominence it deserves in this great urban setting.

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-Kathryn Alexis Woods
739 Cole Street

denits wolframcki
<denits@yahoo.com>
03/06/2008 08:32 PM



To: sarah.b.jones@sfgov.org
cc: info@plancsf.org
bcc:
Subject: Whole Foods on Haight; case number 2006.0460E

I am writing in FAVOR of the planned whole Foods Market and building on Stanyan and Haight. This will bring a much needed lively store to this area AND housing. Get rid of the old Cala Foods that is there now PLEASE!!! In spite of the FM VOCAL FOXES that NEVER want anything to change in this neighborhood, mynezz and MOST of my neighbors feel strongly that the people are very misguided. Please vote YES YES YES for this development and lets get started with the building!!!! Denits Wolframcki 1225 page street

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Never miss a thing. Make Yahoo your home page.
<http://www.yahoo.com/!/?hs>



"David Zuckerman"
<david@znnlaw.com>
03/04/2008 09:53 PM

To: <ss@h.b.jones@h.gov.org>
cc: "Esa Rosenberg" <esarose@earthlink.net>
bcc:

Subject: Whole Foods draft Environmental Impact Report

Dear Ms. Jones,

I have lived at 24 Grattan Street (between Belvedere and Cole) since 1989 and at 1205 Cole Street from 1979 to 1989, so I have been a home owner in the upper Haight Ashbury for almost thirty years. I am totally frustrated with the attempts of HANC to block once again a completely reasonable and needed addition to our neighborhood. The conclusions in the draft Environmental Impact Report for the proposed Whole Foods store at 690 Stanyan Street make total sense. This sight was a grocery store and should once again be a grocery store.

18

The new store will be within walking distance from my house, which is nine blocks away. The reason I live in the Haight is so that I can walk to do my shopping (and get a little exercise doing it to boot). This is an ethic shared by most of my neighbors. It is why we live in the city and not the suburbs!! The EIR found that there would not be a significant increase in traffic to the project site, and I can assure you that this finding is correct. Many of my neighbors have been waiting and hoping that HANC would not be successful in once again keeping a decent grocery store out of our neighborhood. The leadership of HANC is more interested in supporting its crackpot political agenda with the funds it makes from a no longer needed recycling center than supporting what the Haight residents truly need and want. The residents of the Haight will use their cars less, because they will not drive to Trader Joes on Geary and Masonic or Safeway at the top of Fortolla...the new Whole Foods store will be good for the environment. And remember, the site used to be Cala Foods, so the project will not impact air quality to any greater degree than the previous use did.

15

Our neighborhood has needed a full service quality grocery store for many years - even Cala was substandard in its final years. This means a larger store with sufficient retail space to provide a wide variety of products - otherwise, the store will not be profitable, if HANC has its way and the store is too small, it will fail. And if that happens, the residents of the Haight will drive their cars to Trader Joes and Safeway, which will result in negative environmental impact to the city.

18

So please, do not listen to the loud minority that do not represent their neighbors!!

Thank you,

Regards,

David Zuckerman

24 Grattan Street
San Francisco, CA 94117
(415) 564-5449 (home)
(415) 392-1980 (office)
(415) 392-4016 (fax)
david@znnlaw.com

Appendix 2: TRANSCRIPT OF DEIR PUBLIC HEARING

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SAN FRANCISCO
PLANNING COMMISSION
REGULAR MEETING

--o0o--

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Thursday, February 28, 2008

1:30 p.m.

REPORTED BY: JOHNNA PIPER CSR 11268

JOB 406265

<p style="text-align: right;">Page 2</p> <p>1 APPEARANCES</p> <p>2</p> <p>3 VICE PRESIDENT: Christina R. Olague.</p> <p>4</p> <p>5 COMMISSIONERS: Michael J. Antonini; M. Sue Lee; William</p> <p>6 L. Lee, Kathrin Moore; Hisashi B. Sugaya.</p> <p>7</p> <p>8 COMMISSION SECRETARY: Linda D. Avery.</p> <p>9</p> <p>10 ZONING ADMINISTRATOR: Lawrence B. Badiner.</p> <p>11</p> <p>12 PLANNING DEPARTMENT DIRECTOR: John Rahim.</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22 --oOo--</p> <p>23</p> <p>24</p> <p>25</p>		<p style="text-align: right;">Page 4</p> <p>1 MS. AVERY: Mike Antonini.</p> <p>2 MR. ANTONINI: Here.</p> <p>3 MS. AVERY: Christina Olague.</p> <p>4 MS. OLAGUE: Here.</p> <p>5 MS. AVERY: Sue Lee.</p> <p>6 MS. LEE: Here.</p> <p>7 MS. AVERY: Thank you, Commissioners.</p> <p>8 (Whereupon, the meeting proceeded without</p> <p>9 stenographic transcription until 4:13 p.m.)</p> <p>10 MS. AVERY: Commissioners, you are now on Item</p> <p>11 No. 14, case number 2006.0460E, 690 Stanyan Street.</p> <p>12 This is a public hearing on the Draft Environmental</p> <p>13 Impact Report.</p> <p>14 MS. JONES: Good afternoon, Commissioners. My</p> <p>15 name is Sarah Jones. I'm with the Major Environmental</p> <p>16 Analysis Division of the Planning Department.</p> <p>17 This hearing is for comment on the Draft</p> <p>18 Environmental Impact Report for case number 2006.0460E</p> <p>19 690 Stanyan Street.</p> <p>20 This hearing is not one to consider the merits</p> <p>21 of the proposed project or to consider approval or</p> <p>22 disapproval of any permits associated with the project.</p> <p>23 Therefore, we are requesting that comments made today be</p> <p>24 directed to the adequacy and accuracy of the draft DIR</p> <p>25 that was published on January 19th.</p>
<p style="text-align: right;">Page 3</p> <p>1 San Francisco, California; Thursday, February 28, 2008</p> <p>2 1:47 p.m.</p> <p>3 --oOo--</p> <p>4 PROCEEDINGS</p> <p>5 MS. AVERY: Good afternoon. This is the</p> <p>6 regular meeting of the San Francisco Planning Commission</p> <p>7 for Thursday, February 28, 2008.</p> <p>8 Prior to taking role, the Commission would like</p> <p>9 you to be aware that they will not tolerate any</p> <p>10 disruptions or outbursts of any kind. This would</p> <p>11 include clapping, yelling, cheering, speaking out of</p> <p>12 order, all of the above.</p> <p>13 Please turn off your cell phones, pagers, any</p> <p>14 electronic devices that may sound off during these</p> <p>15 proceedings.</p> <p>16 When speaking before the Commission, please</p> <p>17 speak directly into the microphone approximately 6 to</p> <p>18 12 inches away, and that we ask that you state and spell</p> <p>19 your last name for the record.</p> <p>20 Role call: Commissioner Kathrin Moore.</p> <p>21 MS. MOORE: Here.</p> <p>22 MS. AVERY: Bill Sugaya.</p> <p>23 MR. SUGAYA: Here.</p> <p>24 MS. AVERY: Bill Lee.</p> <p>25 MR. LEE: Here.</p>		<p style="text-align: right;">Page 5</p> <p>1 Planning Department staff will not be</p> <p>2 responding to comments made at this hearing today. A</p> <p>3 court reporter is here to transcribe those comments, and</p> <p>4 we will respond to them in writing at -- in the comments</p> <p>5 and responses document that we will be prepared as part</p> <p>6 of the final EIR process. We will also respond to all</p> <p>7 the written comments submitted at that time.</p> <p>8 After the comments and responses document is</p> <p>9 published and any necessary changes to the Environmental</p> <p>10 Impact Report are identified, the Planning Commission</p> <p>11 can consider certification of the Environmental Impact</p> <p>12 Report. And once the EIR is certified, the Commission</p> <p>13 can then consider approval of the proposed project.</p> <p>14 Commenters today, we do request that you speak</p> <p>15 slowly and clearly, and for our ability to identify you</p> <p>16 and for your ability to get a copy of the comments and</p> <p>17 responses document, please state your name and address.</p> <p>18 After taking comments from the general public,</p> <p>19 we will also take any comments on the Draft EIR from the</p> <p>20 Planning Commission.</p> <p>21 The public comment period for this EIR began on</p> <p>22 January 19th with publication of the document and</p> <p>23 extends until 5:00 p.m. on March 3rd.</p> <p>24 If commissioners have any questions at this</p> <p>25 time, I will answer them. Otherwise, I suggest that you</p>

	<p>Page 6</p> <p>1 go ahead and open the public hearing.</p> <p>2 VICE-PRESIDENT OLAGUE: Thank you. We'll go</p> <p>3 ahead and open the public hearing now.</p> <p>4 We have several cards: Calvin Welch followed</p> <p>5 by Richard Juanbic, Phil Lesser.</p> <p>6 MR. WELCH: Thank you. My name is Calvin</p> <p>7 Welch. I'm the housing and land use chair of the Haight</p> <p>8 Ashbury Neighborhood Council. And the Council is</p> <p>9 opposed to this project.</p> <p>10 I understand that today's remarks are limited</p> <p>11 to the Draft Environmental Impact Report, and my remark</p> <p>12 and those of others members of the Haight Ashbury</p> <p>13 Neighborhood Council will limit themselves to the four</p> <p>14 corners, if you will, of this EIR.</p> <p>15 The first and most important deficiency of this</p> <p>16 EIR is its traffic analysis. The traffic study was done</p> <p>17 in, one hopes innocently, but was done in the period of</p> <p>18 November to December, quite probably the least most</p> <p>19 active area of this -- of the site.</p> <p>20 It is important to note that the EIR also fails</p> <p>21 to place the site in the context of Golden Gate Park</p> <p>22 that it rightfully is. It is immediately across the</p> <p>23 street from the pedestrian entrance to Golden Gate Park.</p> <p>24 And by taking traffic analyses and pedestrian counts in</p> <p>25 the dead of winter purposefully underestimates and</p>	<p>Page 8</p> <p>1 MR. IVANHOE: My apologies for my name being</p> <p>2 illegible on the card. My name is Richard Ivanhoe.</p> <p>3 I-V-A-N-H-O-E, and my address is 516 Clayton. I live</p> <p>4 three blocks from the project.</p> <p>5 I've written a lengthy letter, which I'll</p> <p>6 deliver and summarize. My concerns are the increased</p> <p>7 difficulty in parking, the increase in traffic and the</p> <p>8 noise during construction.</p> <p>9 A couple of points: The Draft EIR doesn't</p> <p>10 address the likely unigration of rodents, insects,</p> <p>11 animals to the surrounding properties. Not sure if it</p> <p>12 should.</p> <p>13 The traffic study was done November, December,</p> <p>14 2006. It subtracts out for the traffic analysis the</p> <p>15 vehicular traffic from the former Cala site, but when</p> <p>16 the study was done, Cala was already closed, so that in</p> <p>17 effect subtracts it out twice.</p> <p>18 The considerations regarding Muni talk about</p> <p>19 capacity. It doesn't discuss how the increased traffic</p> <p>20 will delay Muni, which already has problems with its</p> <p>21 performance.</p> <p>22 And -- sorry about the delay -- oh, yeah,</p> <p>23 there's -- the report mentions that there will be five</p> <p>24 per day 60-foot trucks backing into the parking garage</p> <p>25 across two lanes of Stanyan Street. Two concerns: Same</p>
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		6.10
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	<p>Page 7</p> <p>1 misrepresents the true case of the enormity of</p> <p>2 pedestrian and vehicular traffic at this intersection.</p> <p>3 In addition, the EIR fails, in our view, to</p> <p>4 adequately analyze the conflict between public transit</p> <p>5 and a 181 parking space garage entered and exited from</p> <p>6 one location on Stanyan Street, the secondary transit</p> <p>7 preferential street.</p> <p>8 Finally, the EIR fails to take cognizance of</p> <p>9 the plans and programs of the Haight Street commercial</p> <p>10 district. The fact that the commercial district itself</p> <p>11 is oriented towards pedestrian use, limits size of</p> <p>12 commercial uses to 2,500 square feet without a CU.</p> <p>13 This is a massive project. The largest</p> <p>14 construction proposed to Haight Street from Market to</p> <p>15 Stanyan. It is over 200,000 square feet. It totals</p> <p>16 seven floors, three below grade and four above. And as</p> <p>17 I say, it is proposed to take more than 40 percent than</p> <p>18 the required minimum of parking for most residential and</p> <p>19 housing.</p> <p>20 You need to direct the parking study to be</p> <p>21 redone for the summer months which is much more</p> <p>22 accurately where the impacts will be. You will hear</p> <p>23 more from other members.</p> <p>24 Thank you very much.</p> <p>25 VICE-PRESIDENT OLAGUE: Thank you.</p>	<p>Page 9</p> <p>1 area, a hospital building is close by. There's a fire</p> <p>2 station not too far away. UC Med Center is not too far</p> <p>3 away. I'm concerned about the impact on the emergency</p> <p>4 vehicles. And if the truck trips are done when the</p> <p>5 store is closed, a little bit of concern about the</p> <p>6 noise. And I'll deliver my letter.</p> <p>7 And thank you.</p> <p>8 VICE-PRESIDENT OLAGUE: Thank you.</p> <p>9 Phil Lesser followed by Bruce Wolfe, Lorraine</p> <p>10 Lucas, Patrick Ryan.</p> <p>11 MR. LESSER: President Olague, Commissioners,</p> <p>12 good afternoon. You are probably figuring Phil doesn't</p> <p>13 know we're talking about the Haight today.</p> <p>14 The connection with the Mission District is</p> <p>15 that the Mission Miracle Mile Business Improvement</p> <p>16 District was cofounded by the Brennan family. The</p> <p>17 Brennan family are very well known to me. They are</p> <p>18 exemplary business people. They are true</p> <p>19 San Franciscans. They are San Franciscans who keep</p> <p>20 reinvesting in the City of San Francisco. It certainly</p> <p>21 doesn't take anyone to tell them about business on</p> <p>22 Haight Street either. They have lots of business on</p> <p>23 Haight Street, and they are exemplary landlords, so</p> <p>24 example to us all.</p> <p>25 Turning to the EIR, which I've had an</p>
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Page 10

1 opportunity to examine, I noticed a number of things
2 that we talk about quite a bit that might be subthemes,
3 but I would like to just point these out. This is not
4 in order of importance. Two street billboards will be
5 removed. This is, as you know, having a business
6 improvement district, we're always trying to clean up
7 the streets of San Francisco. Two eyesores are coming
8 down here.
9 Shoppers above a grocery store, talk about
10 transit first. The Potrero, which is the same sort of
11 project with residential above Whole Foods, which I
12 believe you've -- many of you commissioners have passed
13 Were finding out from the residents that they just
14 absolutely love being able to go downstairs and get that
15 missing ingredient, so we don't know whether they are
16 taking elevators or walking.
17 Ride share stalls, how fantastic. The new
18 concept from Muni is not whether you have a Muni stop,
19 but do you have a Muni stop with available capacity on
20 the Muni when it is passing you? You'll see in this
21 EIR, yes, they have that for the 7 Haight and the 71
22 Haight/Noriega.
23 The things I'm hearing as negatives are
24 positive. Putting people by one of San Francisco's
25 greatest resources, most wonderful resource, Golden Gate

Page 11

1 Park. That has to be a positive, not a negative.
2 I don't know whether there are any bicycle
3 spaces, but providing 47 bicycle spaces, these are all
4 wonderful things that I commend these project sponsors.
5 And I just wanted to say in my last few seconds
6 here that it is a privilege knowing the Brennans.
7 Thank you very much.
8 VICE-PRESIDENT OLAGUE: Thank you.
9 MR. WOLFE: Madam Chair, Commissioners, my name
10 is Bruce Wolfe. I'm here as a member of the public and
11 a board member of Haight Ashbury Neighborhood Council.
12 I would just like to say while I appreciate the
13 previous speaker's comments, I think we need to really
14 focus on EIR here. This is a really important project
15 for the neighborhood. It is going to have a drastic
16 effect on many of the residents, including myself. I
17 live on 1951 Page Street. My backyard is the back of
18 Cala Foods. And for many years, it has been very quiet.
19 It has provided a certain amount of protection of sound
20 in light of the environmental concerns of the
21 neighborhood, but now with the planning of the current
22 plan, it stands to remove all of the only sunlight that
23 I get in any part of the day. I have a southern-facing
24 flat, a railroad flat, where we have a few windows in
25 the front and a few windows in the back. Most of the

Page 12

1 community space is in the back of the house. That has
2 the southern exposure and that is the only sunlight.
3 With the height of this particular project, it will
4 remove all the sunlight. And I don't think the EIR
5 takes that into account for the entire block of the
6 southern side of Page Street.
7 Parking is going to be very, very bad. Already
8 it is bad. We have to deal with not only the evening
9 crowd, but the tourist crowd, and the weekend crowd on
10 top of the congestion that is brought upon by the
11 activities of the Boys and Girls Club on Page Street,
12 which we love and want to have them continue to do what
13 they do, and we help them as much as possible, but the
14 added congestion and the added problems for parking,
15 possibly because people won't want to pay to -- inside
16 the parking lot that might be built.
17 Just today I reported to DPW through the 311
18 service of sinkholes that are beginning to form on
19 Page Street because of all of the construction over the
20 past decade, and it comes and goes. PG&E can come
21 whenever they please. AT&T can come whenever they
22 please. And the sewer retrofit was done a long time ago
23 and hasn't been examined or assessed. It is now causing
24 major problems. Additional congestion will cause damage
25 to the streets, and that must be taken into effect.

Page 13

1 And my last point is in regards to the freeway
2 that we call Stanyan Street. It is now very, very busy.
3 We've tried to have the police come out and try to slow
4 it down. I walk my service animal across the street and
5 it is hazardous. I almost get run over every day, and
6 have been waiting over four years for a traffic control
7 device there. I can't imagine with the installation of
8 this business and this store how that is going to affect
9 things and that must be taken into consideration with
10 the EIR.
11 Thank you.
12 VICE-PRESIDENT OLAGUE: Thank you.
13 MS. LUCAS: Good afternoon. My name is
14 Lorraine Lucas, and I represent Haight Ashbury
15 Improvement Association. Our organization of numerous
16 members has sent letters in support of the EIR for 690
17 Stanyan Street. We urge the commissioners to approve
18 the full scope of the proposed mixed-use project and
19 authorize the necessary permits to begin work as soon as
20 possible.
21 I'm not going to reiterate the reasons why our
22 neighbors and our organization support the project.
23 They are articulated in the numerous letters, and they
24 probably could articulate better than I am.
25 I just want to say that I don't think they have

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1 underestimated the number of cars that will be going to
2 the project. If it is in winter, more people are
3 driving. In addition, we think the number of car trips
4 will be less. People in the Haight will be able to walk
5 to a full-service grocery store.

6 In addition, the Cala Food Store, many of the
7 people in the Haight did not go to the Cala Food Store.
8 And what they did is to go grocery shopping, they would
9 get into their cars and drive out of the Haight. When
10 they have a full-service grocery store in the Haight,
11 they will be able to walk to it.

12 In -- we also have a lot of homeowners and
13 tenants in the Haight that don't have cars and this will
14 give them the opportunity to walk and shop in their
15 neighborhood.

16 For these reasons the Haight Ashbury
17 Improvement Association urges the Planning Department
18 I mean the Planning Commission to support the Planning
19 Department's conclusion that the housing grocery retail
20 project as planned will not have a significant impact on
21 the environment of the Haight Ashbury neighborhood
22 Association -- neighborhood.

23 Thank you.

24 VICE-PRESIDENT OLAGUE: Thank you.

25 Patrick Ryan followed by Karen Crommie. Carole

1 Whole Foods who has a reputation for doing wonderful and
2 elegant projects.

3 I look forward to riding my bike through
4 Golden Gate Park and going to that store and purchasing
5 items on my bicycle with my children and not driving.
6 And that would be our plan.

7 Also the fact that there are 47 bicycle stalls
8 in the proposed project is very exciting. We think it
9 will encourage people to shop on their bicycles.

10 Further the idea of a large subterranean
11 parking garage we think addresses the potential problem
12 that we've seen with the -- the Trader Joe's parking
13 situation where we have many cars backed up on Masonic,
14 so we think a subterranean parking garage will reduce
15 congestion on Stanyan.

16 These are my views personally, and I thank you
17 for hearing me.

18 VICE-PRESIDENT OLAGUE: Thank you.

19 MS. CROMMIE: Good afternoon, Commissioners.
20 My name is Karen Crommie. I live at 628 Ashbury Street.

21 I'm speaking today on behalf of the Cole Valley
22 Improvement Association. We're 300 families located
23 around the site in question. We wholeheartedly support
24 this project. We looked at EIR. We don't see any
25 substantive problems.

Page 15

Page 17

1 Glosenger and Doerte Murray.

2 MR. RYAN: Good afternoon, Madam President,
3 other honorable Commissioners.

4 Patrick Ryan, 1426 Sixth Avenue. I'm here on
5 my personal capacity, but I'm one of the residents
6 reformulating the Inner Sunset Park Neighborhood
7 Association. And I've talked to anecdotally a lot of
8 our members, and a lot of our members wholly support
9 this project and for one reason, one reason: Safety.
10 We have a lot of new families in the inner Sunset. A
11 lot of toddlers and young children walking and riding
12 their bikes to Golden Gate Park, going up the Avenues to
13 the park. We have to cross Judah, Irving and Lincoln.

14 Right now the residents of Cole Valley, the
15 Haight and other neighborhoods, because they cannot walk
16 to a grocery store, have to drive their cars to
17 Androgynous making a tremendous amount of cross traffic.
18 This will be a tremendous positive impact on the inner
19 Sunset, and it will make our children's lives safer.

20 Right now we have so much cross traffic. Every time I
21 cross with my 8-year-old and my 4-year-old to go to
22 Golden Gate Park, particularly on Sundays when a lot of
23 people go grocery shopping, we're very concerned.

24 And we are very excited about this project.

25 We're also very excited to have a new good neighbor in

1 I can't tell you how welcome this kind of
2 project is on that particular corner. We've suffered
3 long enough. Sometimes I think there will be something
4 that will happen that we won't get this wonderful market
5 and this good residential housing on that corner. And I
6 hope that it doesn't happen. I hope someone doesn't put
7 a monkey wrench into this. So we're wholly supportive
8 and think the EIR is correct.

9 MS. GLOSENGER: Good afternoon, Commissioners.
10 My name is Carol Glosenger. I live just two blocks from
11 the corner of Stanyan and Haight.

12 I'm here to show support to the Whole Foods
13 project on that corner. I've lived in the neighborhood
14 for 35 years and I know a lot of neighbors, and I don't
15 know anyone who isn't totally supportive of this
16 project.

17 We are all looking forward to going to
18 Whole Foods on foot, and we're looking forward to having
19 a grocery store in our neighborhood that we can walk to.

20 And so -- also, that corner is a difficult
21 corner and we're just very glad that someone like a
22 wonderful company like Whole Foods would like to take on
23 that difficult space and create something, and also we
24 need the housing. And so I -- I can't -- I can't say
25 more in favor of this project. And I know I speak for

5 (Pages 14 to 17)

		Page 18		Page 20	
1.7	1	quite a few of my neighbors, so I'm urging you at this	1	forward can be nothing but good for the Haight.	1.6
	2	time to vote that the EIR is passed and, you know, give	2	Thanks very much	
	3	us our Whole Foods store.	3	VICE-PRESIDENT OLAGUE: Thank you.	
	4	VICE-PRESIDENT OLAGUE: Thank you.	4	MS. LATHAM: Good afternoon, Commissioners. I	
	5	MS. MURRAY: Commissioners, my name is Doerte	5	am Susan Latham. I'm here as a Haight board member	
	6	Murray and I live at 526 Clayton Street, and I have	6	again, a 40-year resident and a 10-year resident of 1965	6.13
	7	lived there since 1975.	7	Page Street, which abuts the south end of the property.	
1.8	8	And I want to express my whole support for this	8	My concern, because I live there and know	
1.5	9	project. I'm looking forward not to drive to get my	9	intimately traffic, is the impact on traffic. I do not	6.10
	10	groceries, but to walk over there, so I am -- and I know	10	want to see a little mini freeway entrance and exit onto	
	11	a lot of other neighbors, too, they will actually have	11	Stanyan Street. The buses do not just take a left onto	
	12	reduced car traffic on Haight Street and in the	12	Stanyan. They take a right onto Stanyan also. There's	
	13	neighborhood.	13	also the 33.	
1.8	14	Also, when the -- we need a full-service	14	I wish to be very clear that the Planning	
	15	grocery store because I don't want a Cala-type store	15	Department and Commission know I accept that I live in	2.3
	16	there. I want quality food, and when I'm paying my	16	an urban neighborhood, that I support and in fact	
	17	dollars for it, I want quality food. I want fresh	17	encourage appropriate and neighborly development as well	
	18	produce and not mushy foods.	18	as the rights and responsibilities of a free-enterprise	
6.1	19	Also, I think it is a good idea to have the	19	society.	
	20	garage on Stanyan because it does not interfere with	20	We already have a Fix Masonic organization	
	21	Muni. The old Cala parking lot had two entries and	21	trying to help Masonic Avenue. We don't want to see the	6.13
	22	quite often I saw a car trying to get into the lot on	22	same thing on Stanyan. Stanyan has emergency rooms,	
	23	Haight but wasn't able to get in because of pedestrians	23	fire departments, a library, Boys and Girls Club. I	
	24	and the bus behind it had to wait, so I think this will	24	suggest you look at www.chaosonhaight.com if you want to	
	25	not interfere with Muni at all.	25	see what that neighborhood is like.	
		Page 19		Page 21	
1.6	1	I also think that the many apartments that this	1	I accept that I will lose sunlight. I accept	4.1
	2	project includes looking over Alvord Lake, the Planning	2	that I will -- that I will no longer see that beautiful	
	3	Department thinks this is the gateway for us to get into	3	bump of Clarendon, which I -- you know, that's -- it is	
	4	Golden Gate Park. I never use that entrance because it	4	just beautiful, but traffic, traffic, traffic scale.	1.1
	5	is just a rat-infested area with drug dealers hanging	5	The scale of this for this neighborhood is disrespectful	
	6	around there, and so if the more eyes and ears we have	6	to the neighborhood, and I strongly advise you to at	
	7	there watching over Alvord Lake, we might be able to do	7	least scale it down. I know it is a PUC. I wish that	
	8	something.	8	could be changed.	
	9	Thank you very much.	9	I am concerned about HVAC and refrigeration	7.8
	10	VICE-PRESIDENT OLAGUE: Susan Strolis followed	10	noise and exhaust, which is not addressed in the EIR,	
	11	by Susan Latham and then James Assing.	11	and I forward this to you. You have received my letter.	
1.8	12	MS. STROLIS: Good afternoon, my name is Susan	12	Thank you for listening.	
	13	Strolis. I'm a resident at 1159 Masonic, a 22-year	13	VICE-PRESIDENT OLAGUE: Thank you.	
	14	renter in the Haight.	14	MR. ASSING: My name is James Assing. I own	
	15	I've seen the Haight go through many changes,	15	property at 1925 Page -- Page Street. I've owned that	
	16	many crises with drugs and drunks, and I fully support	16	property for a number of years.	
	17	this project. What the Brennans are bringing to our	17	I feel that the project be a welcome addition	1.7
	18	neighborhood will only be good. It will be good for	18	to the neighborhood. Unlike many of my neighbors, I	
	19	also Alvord Lake which is fraught with a lot of open-air	19	feel it is an attractive, interesting design and I	
	20	drug dealing. I've been doing community service at	20	welcome that. And I believe the Brennans are good	
1.6	21	Alvord Lake for over a year, and I know that once there	21	neighbors, and they've -- they are working to satisfy	
	22	are residents and pedestrians and shoppers, the whole	22	the needs of the neighborhood.	
	23	area will improve a lot.	23	However, I would like to address the	6.14
	24	This vacant lot is a blight on our neighborhood	24	inadequacies of the EIR. First off, the traffic	
	25	and anything you can do to approve and move this project	25	analysis is totally inadequate for those of us on	

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1 Page Street. Page Street is a bike lane. It is a
2 two-lane road, and we have serious problems with people
3 wanting to avoid traffic lights at the Oak Street. They
4 turn right onto Page Street to get through. This
5 happens with buses, vans from UC Med Center, trucks, and
6 I feel that these issues can't be mitigated, but they
7 should be addressed in the EIR. One of the things is to
8 not allow through trucks, not to allow vans such as are
9 coming from the Med Center.

10 Secondly, I think the EIR totally disregards
11 the hundreds of people living on Page Street that are
12 looking back on that property. There's not even --
13 there's views from Stanyan. There's views from
14 Haight Street, but there's no views from what is going
15 to happen the way it is going to look for the people on
16 Page Street, and I think that that should be taken into
17 consideration. I feel that the people on Page Street
18 are kind of blown off. like, well, this stuff happens
19 and you've just got to live with it.

20 One major issue that was alluded to earlier was
21 the fact that the noise issue has not been addressed.
22 I've installed double-paned windows on my property on
23 Page Street to kill the noise from the Cala Market where
24 the refrigeration vents were slamming day and night, and
25 I would like to see that addressed in the EIR. I'm sure

1 the Brennans would be willing to step up to the plate
2 and mitigate that, but I think that some of that has to
3 be addressed in the -- in the EIR.

4 And I hope the City officials are listening to
5 this because we have consistent problems on Page Street
6 with double parking at the Boys and Girls Club. As was
7 mentioned, there's a website called chaosonpagestreet
8 which has been documenting since I believe 19 -- 2003
9 the double parking issue which the Department of Parking
10 and Traffic has totally ignored. We call and complain.
11 The little Cushman's come around, go around the block,
12 warn the people, go away for a half an hour and then
13 come back when the people have moved out. Some of the
14 more serious offenders for double parking on Page Street
15 is the Boys and Girls Club. All it is -- one of these
16 days, one of those kids running between the cars amidst
17 the angry drivers is going to get hit and injured and
18 then maybe something will done about it. I don't think
19 we should have to wait and see until that happens.

20 The City is going to -- if this project goes
21 forward, the City has got to step up to the plate on the
22 traffic issue.

23 VICE-PRESIDENT OLAGUE: Thank you.

24 Kathleen Hanrahan, followed by Cheryl
25 Bielinski, Rosemary Southwood and Martha Hoffman.

1 MS. HANRAHAN: Good afternoon. My name is
2 Kathy Hanrahan. I'm a property owner at 1923
3 Page Street and I am here to express my opposition to
4 the project because it is in my backyard.

5 The project is directly in my backyard. The
6 proposed unit -- the proposed project with 62 units.
7 including 32 studio apartments, is far more dense than
8 the neighborhood can handle. It would have a major
9 impact on traffic that has already been addressed. I
10 have many of the same concerns about the project of the
11 traffic situation. I have a 3-year-old daughter who
12 lives on that street and I am scared to death that this
13 increased traffic presents more danger to her.

14 My property is directly behind the proposed
15 three-story building and I'll lose most of the sun
16 during the day as a result of the shadow. I've spent
17 years and years cultivating a Japanese garden which will
18 probably not withstand the constant shadow of the
19 backyard and that is the only sun that I get.

20 The parking has already been addressed. The
21 issue with the Boys and Girls Club, I encourage you to
22 check out the website chaosonpagestreet. It is just a
23 nightmare out there. And in many instances, because it
24 is only a two-lane road and all the double-parked cars,
25 you can't get through. There have been several

1 near-serious altercations on the street because of the
2 traffic.

3 I'm also concerned about the parking garage
4 exhaust. The 62 vehicles in the underground parking
5 garage will create a major air pollution point source in
6 the neighborhood. It has not been clearly indicated how
7 and where all the exhaust from the garage will be
8 vented. Would it be exhausted out of the roof or vented
9 into the neighborhood? My daughter suffers from asthma
10 and the building parking will contribute to the problem,
11 and also the noise pollution.

12 In addition, the project directly behind my
13 home will have an impact on my residence in terms of the
14 excavation of the soil for the foundation and parking
15 garage. There will be dirt, debris and noise to contend
16 with along with construction equipment and the trucks
17 blocking the street. I am concerned about the impact of
18 the construction on my yard, my landscaping, as well as
19 my daughter's asthma. These are my personal opinions.

20 And finally, the proposed architectural design
21 of the building just doesn't fit with the neighborhood
22 or the traditional San Francisco styles. There's one
23 project that is already in the neighborhood built by the
24 Brennans and it is an eyesore to many people. It is
25 just -- it doesn't stay with the ambiance of the

		Page 26		Page 28	
4.3	1 neighborhood. 2 And once again, the -- you know, there's 3 rendering -- photos rendered from all different areas of 4 that neighborhood, but nothing from Page Street. I 5 would like to know what I'm looking at from my backyard			1 every afternoon and there's a line of cars that are 2 double parked there, and the traffic will make an unsafe 3 situation more dangerous.	6.14
	6 VICE-PRESIDENT OLAGUE: Thank you. 7 MS. HANRAHAN: Thank you. 8 VICE-PRESIDENT OLAGUE: Cheryl Bielinski, 9 Rosemary Southwood and Martha Hoffman. 10 MS. BIELINSKI: Commissioners, I've been a 11 resident of the Haight for 13 years and I've lived --			4 And the noise levels are definitely an issue 5 for me as far as the refrigeration and what will go -- 6 VICE-PRESIDENT OLAGUE: Thank you. 7 MS. BIELINSKI: Thank you. 8 MS. SOUTHWOOD: Good afternoon, my name is 9 Rosemary Southwood and I'm a 24-year resident of 10 San Francisco, 14 years at my present location.	7.8
	12 VICE-PRESIDENT OLAGUE: Your name, please. 13 MS. BIELINSKI: Oh, I'm sorry. My name is 14 Cheryl Bielinski and I live at 1929 Page Street.			11 MS. AVERY: Can you move the microphone up and 12 speak into it? 13 MS. SOUTHWOOD: I'm sorry. I live close to 14 Haight Street commercial district in my time in San 15 Francisco and it was my primary place of shopping, but 16 as social conditions deteriorated in my neighborhood 17 despite my personal efforts to improve them. I had to 18 relocate my shopping to different areas of the city. I 19 would love to come back and Whole Foods would bring me 20 back. I think it is a great asset to the neighborhood.	1.8
8.4	15 I've been there for nine years and the project 16 will literally be my backyard. And the decision made 17 here, you know, my neighbors and I will have to live 18 with day in and day out. I will be directly affected by 19 the shadowing and I will also lose my sunlight, which 20 I'm not very happy about.			21 We've heard some pretty fiery speech today. 22 red-baiting, Symbionese Liberation Army. I'll add one 23 more, Summer of Love. This is what is holding the 24 Haight back. This is a community. Those ideals of the 25 '60s are what we should be working on now, which is	1.8
6.3	21 But I think that safety and risk to pedestrians 22 should be the utmost concern, and the EIR, you know, 23 based trips to Cala during November through December, 24 which, again, is the winter months, the slowest months 25 in the Haight. Numerous events take place in and around	Page 27		Page 29	
	1 Golden Gate Park throughout the summer and fall, and 2 there's always a sharp increase then. There's a steady 3 stream of people crossing at the corner of Haight and 4 Stanyan during these times, and I feel that -- well, 5 this project is estimated to generate 8,000 new car 6 trips to an already traffic congested area and this 7 could probably result in pedestrian fatalities.			1 bringing people together, and I think this project will 2 do it. It is all the things the '60s people want. It 3 is organic, wholesome food. There will be a cafe there 4 for the community. There will be density and housing. 5 It is on loads of bus lines. I personally don't own a 6 car. I would walk to this facility.	1.5
6.13	8 On a daily basis, there's congestion in the 9 Haight, traffic congestion, and it is most severe during 10 rush hour and throughout the weekend, and that's when 11 most people do their food shopping. So, again, you 12 know, the 8,000 car trips a day would exacerbate the 13 problem. This will cause traffic backups probably to 14 Fell and Oak as well as Stanyan and Haight, and it 15 probably would be like the situation at Trader Joe's at 16 Masonic and Geary.			7 I never use that entrance to the park. 8 \$2 million was spent on renovating that entrance to the 9 park. It is still full of drug addicts. You walk your 10 children down that hill to the little pond there, you 11 will see drug deals, I guarantee, 24/7. You will find 12 needles in the grass. You'll find human excrement in 13 the grass.	1.6
6.11	17 Many large trucks will be required to cut 18 across the lanes of traffic to make their deliveries 19 according to the plan. Again, this would impact traffic 20 and pedestrian safety.			14 I ask you to please approve this project. 15 Let's get community back in the Haight. Let's get real 16 people living there, people who want quality of life. 17 Thank you for listening. 18 VICE-PRESIDENT OLAGUE: Thank you. 19 And please, you know, direct your questions to 20 the EIR, or comments, I should say.	
6.15	21 Emergency vehicles traveling to the hospital 22 and the fire station will also be impeded by congestion.			21 MS. HOFFMAN: Hi, Commissioners. I'm Martha 22 Hoffman. I'm a homeowner at 1750 Waller, which is the 23 block next to the project.	
6.14	23 And also the Boys and Girls Club on 24 Haight Street, which I live right across from, the 25 parents pick up their children between 5:00 and 6:00			24 I would like to say first that I testified to a 25 lot of groups as a volunteer with the SF SPCA program.	1.2

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1.2	1	and I always pride myself on giving very positive,		1	lot that has to be done around Golden Gate Park comments
	2	constructive testimony, but on this project, I have		2	because it was so ignored in this project, as well as on
	3	nothing positive to say.		3	circulation, both traffic, buses and pedestrians and
1.1	4	I have just a few points to make. The		4	bikes, and you can't find it in this EIR.
6.20	5	development is way too huge. Two, traffic and parking		5	One of the things that really puzzled me is
	6	problems will be disastrous. Three, I personally do not		6	that they are going to have the open space on the roof.
	7	welcome Whole Foods and will not shop there. Four, some		7	There's no discussion of the climate on the roof. One
1.2	8	think the development will help solve problems at Alford		8	of the things MEA should put in their permanent
	9	Lake across the street in Golden Gate Park. I don't		9	checklist is if open space is provided on rooftops or
	10	agree. I think it will simply compound them.		10	anywhere other than usual ground level open space, there
	11	And most of all, I think the building design is		11	should always be an environmental analysis of the
4.4	12	just hideous and does not do justice to the entrance of		12	climate on the space because you are required to make
	13	Golden Gate Park or to San Francisco. It is a shame,		13	findings that the open space is adequate and
	14	and the neighborhood and the park deserve better.		14	appropriate. How do you find it? Where is the
	15	Please amend the EIR to address my concerns.		15	information on the climate? The winds coming off the
	16	Thank you.		16	park, how they going to break the winds?
	17	VICE-PRESIDENT OLAGUE: Thank you.		17	So if you look here, I mean, I was just looking
	18	Are there any additional public comments?		18	at this. The orientation of the site, at one point, the
	19	MS. HESSINGER: Sue Hessinger, attorney for the		19	rectangle goes like this and another place, it goes like
	20	Haight Ashbury Neighborhood Council.		20	crosswise. They don't have consistent renderings of how
	21	I'm glad to hear all of these people who		21	this project sits on its site, which is kind of like
	22	support the project testify they are going to walk to		22	basic information.
	23	the project because what it is obviously missing from		23	We're going to be giving a lot of comments in
	24	this project is greatly reduced parking alternative that		24	writing. We would ask the courtesy of not having it due
	25	greatly reduces parking for the market. I don't		25	on Monday, but the following Monday. And staff needs to
		Page 31		Page 33	
11.2	1	understand why Haight and Ashbury people drive to the		1	look at the graphics.
	2	inner Sunset to park and then inner Sunset people walk		2	Thanks.
	3	-- will walk to this park, but you had heard no one who		3	VICE-PRESIDENT OLAGUE: Thank you.
	4	testified in support of the project say they are going		4	MR. SARROW: Commissioners, my name is Flip
	5	to drive. Everyone said they are going to walk.		5	Sarrow.
	6	Really, if this is a local market, it has to have a lot		6	And it is good to talk about a project that is
	7	fewer parking spaces.		7	a neighborhood businesses -- neighborhood-serving
	8	Throughout the entire project, I got so		8	business. I have spoken to this commission several
	9	frustrated trying to understand context. Anyone who		9	times usually opposing businesses because they were
	10	tries to understand the project by looking to the		10	usually formula businesses, retail businesses, but
6.3	11	graphics in the project to understand them fails because		11	finally we are getting into our neighborhood a
	12	the graphics do not exist, and I have a lot of comments		12	neighborhood-serving business.
	13	on that that I'm going to give in writing rather than be		13	I know there's a lot of dispute of the size and
	14	tedious about it. You try to understand, this project		14	the scope of the project, but the importance is that
	15	is across from -- it is across from the corner of		15	we're replacing a needed business as a grocery store
	16	Golden Gate Park. There is no -- no diagram of how		16	with another grocery store. And although the size has
	17	people walk. There is no -- I mean, walking to		17	increased, if you look at the alternatives, we have
	18	Golden Gate Park, how people walk into Golden Gate Park		18	Whole Foods or the other -- the alternative is -- well,
	19	right around this site should be in here. Couldn't --		19	there is no other alternatives. That was the only
	20	couldn't find it. It doesn't exist.		20	grocer that wanted to be at this site. And I think as a
	21	How is circulation around here? The graphics		21	result of that, they need a large square footage because
12.3	22	are lousy. I got the traffic study from the traffic		22	that is the model of their business and we're adding
	23	consultant for which I really thank her and I am plowing		23	housing.
	24	through it. One of the things I'm asking for is can we		24	Usually housing is not a horrible thing.
	25	please have an extra week for comments because there's a		25	Usually housing is a good thing, but then there's always

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1 the comments of it is not the right housing.
2 So what I'm saying is we're adding a needed
3 neighborhood business and we're adding housing, and I
4 could forgo some traffic concerns in order to have those
5 things in our neighborhood. And I would hope that we do
6 not lose this needed neighborhood business to promote an
7 agenda, a political agenda. If the -- if the mixture of
8 housing is not right, then change the law. Do not use
9 this as a political -- what means to make a point.
10 Let's get a neighborhood needed facility in the Haight.
11 It has been a while. This is the first time we've
12 gotten one since a bank, and I would like to see this
13 project go forward.
14 Thank you.
15 VICE-PRESIDENT OLAGUE: Thank you.
16 Any additional public comment? No? The public
17 comments is closed.
18 Commissioner Antonini?
19 COMMISSIONER ANTONINI: Thank you.
20 A few just general comments on the EIR, which I
21 think is adequate. It is a draft anyway, so there will
22 be a comment period. And I would be supportive of
23 extending it if the other commissioners feel another
24 week would be good to get additional comments in.
25 You know, I do share -- I think it is a visual

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1 impact has been analyzed in here, but -- you know, and
2 at this point, we're not commenting on the architecture
3 itself, although I might have some concerns later on
4 when the project comes forward as far as the design of
5 the outside.
6 In terms -- probably enough. In terms of
7 traffic analysis, you know, I don't know -- I don't know
8 that I would agree that the traffic is less in November
9 and December. In fact, November is still part of our
10 summer. Some of our warmest days occur in the early
11 part of November, but in terms of traffic, too, I think
12 some of the heaviest traffic in San Francisco is usually
13 right around the months of December and November. And
14 December, everybody is back in school. Everybody is
15 back at work. The holidays are here, so, you know, I
16 think in terms of vehicle traffic, I would say that is a
17 pretty representative time to look at and analyze car
18 trips. I think one of the busiest days in traffic is
19 probably the day before Thanksgiving, or it historically
20 has been.
21 There was a good point made about the views
22 from Page Street. It should be included, and an
23 analysis of Page Street traffic, if it is not complete,
24 that should be looked at.
25 And in terms of the double parking problems now

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1 on Page Street, I'm not quite sure whether, you know,
2 sometimes adding the parking that the market provides
3 might tend to minimize it because people might be able
4 to park and shop and do some other things, whereas there
5 is no available parking present now, so --
6 And, yeah. I think that this is an opportunity
7 for a mixed-use project. I know the one at
8 Broderick Place, which is smaller, but is over in the
9 Panhandle area near DMV I think has been very
10 successful, extremely well done. This is a bigger
11 scale, but I think that that is something we have to
12 look at on this one.
13 Thanks.
14 VICE-PRESIDENT OLAGUE: Commissioner Lee, Bill
15 Lee.
16 COMMISSIONER LEE: I like the idea of the
17 supermarket being there. Cala used to be there. And I
18 know during the summertime, I don't know if there is
19 less or more people there, if I parked at the
20 Haight-Ashbury, especially when my son was young -- he
21 actually played at the Boys and Girls Club, but I didn't
22 double park there -- but in evenings, there's okay
23 evenings. I know the weekends it is pretty congested,
24 but I think the issue of parking there, I like the
25 parking there because Cala had parking there before.

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1 I've actually gone -- I remember talking to Sue
2 Biernan because she used to eat at McDonald's there and
3 she would actually drive to McDonald's, eat there
4 because she lived up the hill there, and she would park
5 there, probably illegally. We would walk out of
6 McDonald's one Saturday. We actually walked to Cala at
7 that time and I discussed this with her. This could've
8 been about ten years ago. She was complaining about
9 lack of affordable housing. Why don't we have more
10 housing there.
11 So I think going back to the EIR here. I think
12 what I've seen of the EIR last night I think is
13 adequate. It is no different than the analysis we've
14 done for other EIRs. And I think most of the EIRs we've
15 done would substantiate it.
16 The whole issue between June and December, I
17 just don't know about the traffic as much. I mean,
18 December I know because of the holidays, we do get an
19 influx of a lot of people. The only way we have more --
20 I think the best way of looking at it is having outside
21 visitors come in to visit Haight Ashbury. People come
22 there to visit.
23 So I think the only issue that I may not have
24 enough information is actually, you know, the amount of
25 parking there is adequate or not adequate.

<p>4.3</p> <p>7.7</p> <p>12.9</p> <p>2.1</p>	<p style="text-align: right;">Page 38</p> <p>1 I think the issue of the neighbors, a lot of it</p> <p>2 has to do with views and granted that views is not</p> <p>3 protected.</p> <p>4 I think the other issue is the noise could be</p> <p>5 an issue, loading and unloading, but that could be</p> <p>6 mitigated as we have in other places that have</p> <p>7 supermarkets.</p> <p>8 But overall, I can't see anything within the</p> <p>9 EIR that the staff has reported to us that is not</p> <p>10 adequate compared to all the EIRs that we've done.</p> <p>11 VICE-PRESIDENT OLAGUE: Commissioner Moore.</p> <p>12 COMMISSIONER MOORE: Generally the idea of a</p> <p>13 mixed-use project at slightly higher intensity than what</p> <p>14 was there before is a fantastic idea.</p> <p>15 The EIR might have to look a little more</p> <p>16 closely on some of the traffic concerns, but the traffic</p> <p>17 concerns on Stanyan aren't different than anywhere else</p> <p>18 in the City when you indeed introduce a change in use of</p> <p>19 that kind.</p> <p>20 What I'm intrigued about is the general track</p> <p>21 record of Whole Foods of having been innovative</p> <p>22 throughout the city where they are in the different</p> <p>23 locations to deal with unusual circumstances, not in a</p> <p>24 formulate way, but in an imaginative way. I'm looking</p> <p>25 at the corner of California and Franklin, the store I</p>	<p style="text-align: right;">Page 40</p> <p>1 neighborhood. And I know that staff is indeed looking</p> <p>2 and talking with the architect with the preliminary</p> <p>3 plan, perhaps with a new architect was coming on board</p> <p>4 to shape this build as a mixed-use building so that fits</p> <p>5 in a good way.</p> <p>6 VICE-PRESIDENT OLAGUE: Commissioner Sugaya</p> <p>7 COMMISSIONER SUGAYA: Yes, I must admit I</p> <p>8 haven't read the entire EIR, but I think that with</p> <p>9 respect to -- the purpose of the EIR is to be a public</p> <p>10 disclosure document and from that standpoint, if it</p> <p>11 doesn't treat transportation except for a couple of days</p> <p>12 in the winter, I would think that that is a serious</p> <p>13 concern and a flaw that should be looked at. For me, I</p> <p>14 would think that traffic during the summer, both</p> <p>15 pedestrian and vehicular and maybe tour buses is much</p> <p>16 heavier in the Haight and probably less so in the winter</p> <p>17 months, so I would think that the analysis should at</p> <p>18 least try to get some information with respect to</p> <p>19 traffic and transportation during the summer months.</p> <p>20 As far as noise, and I haven't read that part,</p> <p>21 but I would think also that if there are concerns about</p> <p>22 where the exhaust and exiting of fumes and that kind of</p> <p>23 thing and refrigeration isn't treated in the EIR, it</p> <p>24 certainly will be looked at during project approval, and</p> <p>25 I guess we should -- I don't know if this is a proper</p>	<p>2.1</p>
<p>6.13</p> <p>2.1</p>	<p style="text-align: right;">Page 39</p> <p>1 frequently use was the re-use of a former automotive</p> <p>2 building has been handled in a way that is quite</p> <p>3 exemplary. Again, Franklin is a very major movement</p> <p>4 corridor, even much more intense than Stanyan. And</p> <p>5 again, there are problems. I see some people nod.</p> <p>6 There are problems, but they are dealt with, I think, in</p> <p>7 a very forward-looking way.</p> <p>8 People walking -- I live at least eight blocks</p> <p>9 away and yes, walking is indeed quite a possibility when</p> <p>10 you go to Whole Foods and have fun shopping there. So I</p> <p>11 see not as myself, but I see lots of other people walk</p> <p>12 to Whole Foods because driving is sometimes more</p> <p>13 headache so we walk.</p> <p>14 Also we walk two streets over, and I think you</p> <p>15 have the same situation on Stanyan, you take a bus to go</p> <p>16 home if the bag we're carrying is too heavy, and that is</p> <p>17 not an imposition on anybody. I do see people here</p> <p>18 saying we walk as a very good possibility because I see</p> <p>19 it in my own -- in my own setting.</p> <p>20 So generally, I think I like the combination,</p> <p>21 and I hope that some of the concerns which were</p> <p>22 expressed which I share can be worked out in a positive</p> <p>23 way, including dealing with an architecture with the</p> <p>24 shape through community consent, shape through</p> <p>25 contextual understanding of what is in need in the</p>	<p style="text-align: right;">Page 41</p> <p>1 thing to say for the EIR part, but the project sponsors</p> <p>2 heard the concerns and there probably will be concerns</p> <p>3 that the commission will have also.</p> <p>4 The -- just for edification of some people who</p> <p>5 may have only seen the drawings in the EIR of the</p> <p>6 proposed exterior of the building, I think staff has</p> <p>7 been subsequently working with project sponsor on</p> <p>8 revising the exterior design at least. I don't know if</p> <p>9 that affects the unit mix or anything, but -- or the</p> <p>10 massing or scale, but I do know that in terms of actual</p> <p>11 facade design, I think there has been movement on that</p> <p>12 note.</p> <p>13 And lastly, since this was a hearing on the EIR</p> <p>14 and not the project, I'm going to return all -- I'm</p> <p>15 going to return this binder to the project sponsor since</p> <p>16 it concerns support for the project, has no information</p> <p>17 about the EIR in it, and I am not going to keep it and</p> <p>18 take it home. And I don't have anyplace to put it</p> <p>19 anyway, so not to waste paper and a binder, I'll just</p> <p>20 return it.</p> <p>21 VICE-PRESIDENT OLAGUE: Commissioner Moore.</p> <p>22 COMMISSIONER MOORE: I do believe that from a</p> <p>23 traffic point of view, in the majority of the EIRs, I</p> <p>24 see there is disclosure about volume of traffic at</p> <p>25 different times of the year as expressed by people's</p>	<p>6.1</p>

		Page 42		Page 44	
6.20	1	concern, but there are also diagrams of toning		1	would've been helpful if there had been more information
	2	movement. There are diagrams about bus stops. There		2	on the actual project. too, I think, or what is being
	3	are diagrams about other transportation measures such as		3	proposed there or something, but there's just letters of
	4	bike lanes or whatever, and I think it is necessary that		4	whatever. It would have been helpful to have something
	5	that is being done in a manner that the public can		5	there.
	6	understand and need how it will work at the time this		6	
	7	project is implemented. I would support the idea to		7	
	8	also add pedestrian circulation diagrams in terms of		8	(Whereupon, at 5:11 p.m. the proceedings
	9	preferential pedestrian crosswalks, et cetera, so that		9	continued without stenographic transcription.)
	10	indeed the whole annature of how this will work is fully		10	
	11	disclosed.		11	
	12	VICE-PRESIDENT OLAGUE: Commissioner Lee		12	--oOo--
	13	COMMISSIONER LEE: I just want to echo the		13	
	14	comments on the transportation concerns and the traffic.		14	
	15	I would like to point out that the California Academy of		15	
	16	Sciences has been closed. It will be open and that is		16	
6.16	17	going to bring in a whole lot of people and traffic on		17	
	18	feet, on bicycles, on buses, you know, everywhere. And		18	
	19	so I think that somehow needs to be incorporated in		19	
	20	narrative. I don't know how you measure it, but it		20	
	21	needs to be incorporated in the narrative.		21	
	22	Additionally, since we are talking about		22	
	23	demolishing the Cala store, it would be helpful to know		23	
2.2	24	how big the existing Cala store is so that we've got		24	
	25	some way to compare the existing store with the 42		25	
		Page 43			
6.16	1	spaces and the new store.			
	2	And as I say, I share the commissioners' other			
	3	concerns about traffic.			
12.3	4	VICE-PRESIDENT OLAGUE: Again, I would support			
	5	extending the comment period for a week as did			
	6	Commissioner Antonini and I don't know how the other			
	7	commissioners feel about that, so...			
	8	COMMISSIONER ANTONINI: Second.			
	9	VICE-PRESIDENT OLAGUE: Do we need a motion for			
	10	that?			
	11	MS. AVERY: No, just direct.			
	12	VICE-PRESIDENT OLAGUE: Directing staff. Okay.			
	13	MS. JONES: Commissioners, Sarah Jones from the			
	14	MEA. Just to get it on the record, we will extend the			
	15	comment period by one week, so the new date of the			
	16	comment period close will be March 10th at 5:00 p.m.			
	17	VICE-PRESIDENT OLAGUE: And as Commissioner Su			
2.2	18	Lee mentioned, it would have been helpful if we had had			
	19	a little more detail on what is currently there, but --			
	20	to have something to compare it to, but that is fine.			
	21	Okay.			
	22	MS. AVERY: Thank you.			
	23	Commissioners --			
2.2	24	VICE-PRESIDENT OLAGUE: And the binders, I			
	25	guess, we're going to return the binders for now. It			

